

WHEEL STAY ON FRONT

Hawley Paper Company Wins Victory in the Circuit Court.

The Hawley Pulp & Paper company of Oregon City this morning won a victory in two suits brought against it in Clackamas county by the Crown Columbia Pulp & Paper company and the Oregon City Manufacturing company, when Circuit Judge Cleland refused to grant injunctions sought by the plaintiffs to prevent the erection of a mill near the river front at Oregon City.

The cases were tried at Oregon City before Judge Cleland and the argument took place in this city during the vacation. The suits involved complex questions of the construction of deeds and right of easement claimed by the plaintiffs. The cases were much the same in character, except that in the Oregon City Manufacturing company case it was alleged that its right to run a flume over the property occupied by the Hawley mill was interfered with.

On this point Judge Cleland held that the Hawley company must not impair the water power of the manufacturing firm. He thought the building may be erected over the flume without damaging the rights of the plaintiff, and the Hawley people must not disturb the operation of the flume.

On the main question in both cases the court held that there is no easement in the property of the Hawley company on the part of abutting property-owners, but that the situation is what is termed a condition subsequent. That such a condition exists the court thought sustained by all the primary rules applied to the construction of such rights, notwithstanding the position taken by many authorities to the effect that the courts cannot look with favor on the creation of such a condition.

The court said that the case was not one in which equity can be invoked to remove a building erected while no injunction was in force. The action of the plaintiffs was not begun until long after the erection of the building was under way.

Concerning the rights claimed in a narrow roadway to the river, Judge Cleland held that this is a private way, and that such use of the way and road as has been made by the public was a permissive use. The complaints were ordered dismissed.

Other decisions by Judge Cleland today were as follows:
Joseph Papineau against Donald M. Smith, for return of \$40 paid as a location fee on timber land; judgment for plaintiff.
Ashley & Rueland against C. O. Pick, judgment for plaintiff for value of the goods, \$500.

German Savings & Loan Society against the city of Portland; judgment for the defendant.
Finley Morrison & Sons against L. S. Frank, motion for new trial denied.

FLEMING GOES FASTEST

(Continued from Page One.)

swept by the grandstand at terrific speed.
Maxwell, driven by King, made the first lap of the 21 mile course in the sensational time of 21 minutes and 44.1 seconds, but at Melrose, on the second lap, threw a tire and was dropped out of the race.

The sunset car, driven by Hall, also went out of the race at Melrose through tire trouble. The Buick, driven by Murray, had tire trouble and was a lap behind when the leaders had circled the course for the first time.

As a Sample of Speed.
The following statement of the time made on the first lap gives an idea of the speed maintained over the 21 miles of road:

- No. 1—Maxwell, 21:44 1-5.
- No. 2—Sunset, out.
- No. 3—Auto car, 24:02.
- No. 4—Pope-Hartford, 26:03 4-5.
- No. 5—Pope-Hartford, 26 flat.
- No. 6—Comet, out.
- No. 7—Chalmers-Detroit, 26:02 4-5.
- No. 8—Lexington, out.
- No. 9—Bulck, 27:04.
- No. 10—Bulck, 29:02.
- No. 11—Knox, 31:31.
- No. 12—Lozier, 29:00 3-4.
- No. 13—Apperson, 39:54.
- No. 14—Stearns, 30:10.
- No. 15—Stearns, 31:09.
- No. 16—Stevens-Duryea, 39:03.
- No. 17—Rochet-Schneider, out.

The Course Described.
The 21 mile course has more good straightaway, clear road than most auto courses, but includes several most dangerous curves. The Alameda county board of supervisors had removed a bend from the boulevard near Haywards, at the cost of \$10,000, and thereby afforded a straight stretch of fine road, nearly 10 miles long.

In spite of the bad curves and sharp turns, the course was considered fast. The start was made on the Foothill road, and the cars, which were sent a minute apart, started with a dash of a mile a minute toward Oakland, then a right angle turn was made into Deerling avenue and down the county road to Melrose. Then on to San Leandro, there is hardly a curve to require reduced speed.

In San Leandro a sharp curve is made, and is difficult to negotiate because of the narrowness of the road. There was great danger at this point and a tremendous crowd gathered to see the spectacular driving.

A grandstand, with a seating capacity of 10,000, was crowded long before the race began. A large section was reserved for the notables of the Portland festival and the officers of the visiting warships. The sailors, many of whom made their way to the course in small boats, coming up the estuary, were also in evidence in large numbers.

List of Entries.
Following is a list of entries, together with their numerical order, names of drivers, and mechanics of the several cars:
1—Maxwell, driver, O. C. King; mechanic, A. G. Linn; piston displacement 241.16.
2—Sunset, driver, Harold Hall; mechanic, Henry Machren; piston displacement 225.25.
3—Altocar, driver, Walter Morris; mechanic, William Hammon; piston displacement 252.18.
4—Pope-Hartford, driver, Jack Fleming; mechanic, Lester Travers; piston displacement 229.44.
5—Pope-Hartford, driver, George Potter; mechanic, Ernest Thall; piston displacement 239.44.
6—Comet, driver, E. J. Hall; mechanic, Sam Smith; piston displacement 201.53.
7—Chalmers-Detroit, driver, Howard Warner; mechanic, James McCauley; piston displacement 232.18.
8—Lexington, driver, Gordon C. Murray; piston displacement 318.08, failed to start.
9—Bulck, driver, Frank Murray; mechanic, Burns Burns; piston displacement 218.85.
10—Bulck, driver, Carl Christensen;

mechanic, Frank Larcher; piston displacement 318.08.
11—Knox, driver, Frank Free; mechanic, Ted Robinson; piston displacement 373.06.
12—Lozier, driver, Harry Michener; mechanic, Lloyd Percival; piston displacement 476.51.
13—Apperson, driver, Harris Hanstine; mechanic, Lee Gehrlke; piston displacement 319.84.
14—Stearns, driver, D. A. Bonney; mechanic, R. C. Douglas; piston displacement 553.24.
15—Stearns, driver, Charles Bonies; mechanic, E. E. Wilkins; piston displacement 533.74.
16—Stevens-Duryea, driver, Clifford Onthank; mechanic, Albert Ruddle; piston displacement 553.21.
17—Rochet-Schneider, driver, Planck; mechanic, Dickson; piston displacement, 559.04.

The three races were run simultaneously. The cars, which made good showing in their class events, were allowed to continue in the big free for all 258 mile event.

Accidents.
The Chalmers-Detroit car, No. 7, driven by Howard Warner, with Sam Smith as mechanic, crashed into a fence at noon near Haywards. A wheel broke, and the car, which was making about 45 miles an hour, went hurtling beyond hope of control into the fence. Both occupants were hurled from their seats and badly bruised but neither was seriously hurt. The car was out of the race.

Fleming Loses Time; Still Leads.
At 1 o'clock this afternoon the Pope-Hartford car, driven by Fleming, was still in the lead, though it had lost seven minutes fixing a tire on the eighth lap.
Eleven cars were still in the race, having passed the judges' stand as follows:

- Auto car No. 3, sixth lap; 2:25.
- Pope-Hartford No. 4, eighth lap; 4:43.46.
- Pope-Hartford No. 5, fourth lap; 1:28.27.
- Comet No. 6, third lap; 2:35.27.
- Bulck No. 9, sixth lap; 2:35.48.
- Bulck No. 10, fourth lap; 1:47.
- Knox No. 11, sixth lap; 2:37.17.
- Lozier No. 12, sixth lap; 2:30.11.
- Apperson No. 13, sixth lap; 2:39.55.
- Stearns No. 14, sixth lap; 2:16.30.
- Stearns-Duryea No. 15, seventh lap; 2:23.27.

HUGHEY JENNINGS TO LEAD TIGERS AGAIN

(United Press Leased Wire.)

Detroit, Oct. 22.—Hughey Jennings, who has piloted the Detroit Americans to three successive pennants, will again lead the Tiger aggregation next season. Jennings signed his 1910 contract today.

When Jennings left the Baltimore team of the Eastern league in 1907 to become manager of the Detroit team, he took charge of an aggregation which, while there was some excellent timber in it, had never won a pennant. Before the end of the season, however, he had whipped the team around in such shape that it finished first at the close of the 1907 season.

At a later conference of the club officials, which included Ty Cobb, manager, a three-year contract and Mullin and Schmidt each signed up for a year. Although the terms of Jennings' contract were not given out, it is said he is to get a percentage of the club's profits in addition to his salary.

GEORGE T. BLACK IS DEAD IN ARIZONA

News of the death of George T. Black at Douglas, Ariz., this morning has been received here. Mr. Black had been in failing health for some time, and at the time of his demise was visiting his sister, Mrs. Drake, at Douglas, Ariz. He was born in Halsey, Or., in 1863. Was appointed inspector of United States customs in 1893. In 1901 Mr. Black was transferred to El Paso, Texas, hoping the change of climate would restore his health. By faithful and conscientious work he won his promotion, and was made a special agent in the treasury department in 1905. His loss is mourned by his wife and daughter, his mother, Mrs. T. J. Black of Douglas, sisters, Mrs. Mahala Drake of Douglas, and Mrs. Ida Tobin of El Paso, brother, James C. Black of Valdez, Alaska, and numerous friends in this city and the Willamette valley. The remains will be brought to Halsey, Or. for interment.

CENTRAL OREGON AT BILLINGS CONGRESS

The last of the central Oregon exhibits for the Billings Dry Farming congress is now on its way to Billings, according to John Springer, traveling freight agent of the Great Northern, who has just returned from a fortnight's trip along the route of the new Oregon Trunk line. Among the best of the exhibits comes from the Klamath basin. C. T. Alwin of Klamath Falls has started for Billings with some specimens of grains from that place, which will make an excellent showing for the Klamath district. These include rye 8 feet 9 inches high, and oats 7 feet 4 inches, and similarly fine samples of wheat and barley. One of the samples is a 14 inch branch of apple tree bearing 14 fine apples.

STOCKSELLER FINDS GRIEF AT PITTSBURG

(United Press Leased Wire.)
Pittsburg, Pa., Oct. 22.—A man who says he is former Congressman C. De Vanduser of Nevada is a prisoner here on the charge of selling alleged worthless mining stocks. He was arrested at a local hotel, where he had registered under the name of P. H. Harris of Chicago.
De Vanduser was here three years ago, when, it is alleged, he sold some mining stock that afterward proved to be worthless. It is also alleged that he owned a hotel at that time which was contracted on a former visit.

CHINESE SIGN PAINTER EXPIRES SUDDENLY

Long Sai Quay, a Chinaman 60 years old, living at 42 Fourth street, fell dead yesterday evening at 10:30 in his room. Heart disease was the cause. He was a sign painter and had a wife and family in China.

Big Run of Salmon at Yaquina.

Telegraphic advice from Yaquina to William McMurray today states that there was a big catch salmon at Yaquina last night, and that the fish are running freely. Sportmen are having the time of their lives. Special round trip rate of \$6 from Portland, tickets on sale daily. Run of salmon usually lasts from one to two weeks.

Halfway Equals Record.

(United Press Leased Wire.)
Wigan, England, Oct. 22.—A. R. Hodge, England today equaled the world's record, 3 4-5 seconds, for 100 yards.

MENDENHALL TO PARADE WHILE WIFE SUES FOR ALIMONY

Wife Entitled to Alimony While Divorce Case Is Pending.

(Special Dispatch to The Journal.)
Salem, Or., Oct. 22.—Samuel B. Pettigill, 70 years of age, a noted Congregationalist divine, editor, author, soldier and man of wealth, died suddenly of apoplexy here yesterday. In 1838 he was made editor of the Portland Oregonian and he has been the editor and owner of many large dailies here and in the west. In 1860 he organized company B, Seventh Rhode Island cavalry, the only company in the west composed entirely of college graduates. He wrote "The College Cavaliers" about the famous company. He married Lucie Claggett, daughter of Louisville, Ky. He leaves two sons. He had held many noted pastorates and was a leading citizen of New England. The funeral will be held from his late residence here, Sunday.

Mendenhall resisted the payment of alimony and suit money on the ground that his wife owned valuable property and is able to pay her own way in defending the suit he brought against her. The court said that while it is true she has good property, it is poorly improved, yields a small income, and is mostly consumed in keeping up the place. Judge Bronaugh held he thought the showing sufficient to warrant an order directing the husband to pay, but he would not allow as much as J. M. Long, attorney for Mrs. Mendenhall, desired. Long had asked for \$1000 a month, \$2000 suit money and \$150 per month.

Long said that owing to the sensational charges made and the large amount of work involved, the case unfolded it will be necessary to employ another attorney, and this was the reason he asked for \$1000 fees. Judge Bronaugh said he thought \$500 sufficient under the showing so far made, and any larger allowance would be speculative.
Mendenhall is residing in the mountains, John Manning, his attorney, asked for 30 days in which to pay up. Judge Bronaugh refused to allow more than the usual 10 days, but said an application for more time may be made if good reason exists at the expiration of this period.

The court also granted a motion to strike Manning's amended complaint from the files because of improper service. The amended bill will be again served and filed in regular course.
Mendenhall accuses his wife of desertion, while she charges her husband with cruelty and with showing attentions to another woman.

ESTACADA MEETING ELECTS OFFICERS

The Clackamas County Interdenominational Sunday School association convened at Estacada yesterday. The convention was formally opened by J. Reagan, superintendent of the Methodist Sunday school of Estacada, and many interesting addresses were made. There are 35 visiting delegates in attendance, and nothing has been spared to properly entertain them by the local committee.

The following officers were elected this morning: President, M. B. A. Nash, of Estacada; vice president, Mrs. C. L. Chambers of Eagle Creek; secretary and treasurer, Mrs. W. A. White; superintendent of teachers' training department, Mrs. H. N. Smith of Jennings Lodge; home department, Mrs. M. C. Katoorette, Oregon City; elementary superintendent, Mrs. M. Page, Estacada; temperance and good citizenship, John A. Ely, Curvinsville; adult department superintendent, L. S. Tenny, Springwater.

WOMAN SAYS AGENT STRUCK HER IN FACE

With her jaw broken in three places and painful injuries about the head and face, Mrs. Louise Stoetz, 153 Thirteenth street, lies at St. Vincent's hospital in a dangerous condition, as a result of a beating she alleges having received yesterday evening at the hands of E. F. Steen, proprietor of a sewing machine agency at 383 East Morrison street. Steen refused this morning to talk of the affair at the city jail, where he is held under \$5000 bond.

According to Mrs. Stoetz she went to the sewing machine agent regarding a loan of \$4000 made to him recently. The woman states she wished a settlement of part of the money, and the quarrel followed, and Steen struck her in the face several times. Her jaw was broken on both sides and in the center. Dr. G. T. Trommald attended the injuries.

NEW FIRE INSURANCE COMPANY ORGANIZED THREE COMPANIES ARE INCORPORATED

Articles of incorporation have been filed by the Peters Manufacturing company, through J. G. Peters, George D. Peters and E. E. Peters. The company has a capital stock of \$5000, and will engage in furniture manufacturing.
The Pacific States Fire Insurance company, a corporation composed of local capitalists and insurance men, is the next concern to enter the fire insurance field. The company will begin operations with a capital of \$25,000. Its incorporators are: R. B. Bryan, a local real estate operator; E. E. Beach of the Pioneer Plant Company; J. G. Peters, president of the company; J. G. Peters, secretary; J. G. Peters, treasurer; John Gill of the J. K. Gill company; and S. W. Stryker, a Portland dentist.
The company will soon begin operations in Oregon and will later on extend its sphere to include all the Pacific coast and mountain states.

WALLA WALLA MAN BURNED BY WIRES

(Special Dispatch to The Journal.)
Walla Walla, Wash., Oct. 22.—Falling from a building to the live wires below, Reed Crews was burned and lies in a local hospital with little hopes of recovery.

The young man was working on a new substitution building and lost his balance falling on the wires leading from the powerhouse or Northwest Corporation to the Gas & Electric company's offices.

TELEPHONE POST STOPS MAN'S FLIGHT

While running from an officer last evening at Second and Couch streets, Joseph Dasher bumped into a telephone pole and was caught by the officer. Dasher pulled a gun from his pocket and attempted to use it upon Patrolman Shaffer. He was charged with carrying concealed weapons and fined \$25 this morning in municipal court. Joseph Adams also arrested at the same time, charged with being drunk and disorderly, was given a fine of \$10.

Thief Gets Long Term.

Frank Smith, alias Philip Wall, a negro who spent two years in the state prison, was sentenced to 25 months in the county jail this morning for taking \$10 from John Kiernan. The latter is a white laborer, and was with Smith Wednesday night when he lost the money.

PRESENT COMMERCE? WILL OUR FUTURE COMMERCE BE CONSERVED AND PROMOTED BY SUCH A SYSTEM?

In answer to the first question the committee states that the only way along the entire Portland water front that has been built with any attempt toward permanent construction is that of the S. P. & C. Co. and that this occupies but 1000 feet of dock frontage. It is also stated that the facilities for handling cargoes are meager and wholly inadequate.
"The facilities for direct transfer from rail to water and from water to rail are very limited," reads the report, "and are attended with much trouble and expense in making or having the transfer made. Many of the private wharves are without railroad connection at all."

Need of Public Docks.

"It is well to note that a large part of our commerce in wheat, flour, lumber, cement and other commodities can be handled cheaply as through the use of our competitors to the north or south, but in bulky articles, machinery and package freight, we are handicapped by lack of proper facilities and the attendant excessive charges. It seems, however, that our present commerce requires that the city proceed at once to provide a system of public docks."

In answering the second question, that of the conservation of Portland's future commerce, the committee has this to say in part:

"It is now fully recognized that from a geographic standpoint Portland has the finest strategic position on the Pacific slope in being the focus of more than 2000 miles of river navigation and having the only possible water front, railroad lines to the interior. But this favor of nature is not enough. We must take advantage of and develop our opportunities or we are sure to fall behind our competitors to the north and south. A large part of our water front is now owned by railroads and as our commerce grows they will take more, until they monopolize it all and we find that we can only do business by paying them toll on all that we ship either by rail or water."

Water Front Grabbed Up.

Showing the menace to competition due to the influence of the railroads in gobbling up the water fronts the committee quotes the following from the preliminary report of the inland waterways commission:

"While the decline of navigation in the inland waterways was largely due to the natural growth and legitimate competition attending railway extension, it is also clear that railway interests have been successfully directed against the moral maintenance and development of water traffic by control of water fronts and terminals, by acquisition or control of competing canals and vessels, by discriminating tariffs, by rebates, by adverse placement of tracks and structures, and by other means."

City Control of Ports.

"It should never be forgotten," states the committee, "that the city can not successfully regulate either the foreign or domestic commerce of the United States without controlling the ports. The city situated upon a seaport, or on navigable water connected with the sea, which constructs and operates municipal docks, will not only prevent the monopolization of transportation but will secure the lowest and most equitable rates by water and will at once become a terminal point and receive the lowest rates by rail."

"The construction of the Panama canal will shorten the distance between the East and the West, and the freight rates between the two cities ought to be very much reduced when the canal is completed. The time in transit between rail and water, via the Panama canal, will not greatly differ from the time by the overland route, but without free public docks the Panama canal will not benefit the Pacific coast."

Example in Buenos Ayres.

The report cites the growth of Buenos Ayres as an instance of the effect of public docks on a city's commerce and industry, and of shipping to the Pacific to show the result of privately owned dock systems.

In concluding the committee recommends the purchase or condemnation of property along the water front lying between the Eastern & Western and North Pacific mills, and extending from Sherlock avenue to the harbor line. This would give a frontage of 980 feet on the river, and seems to best fill the requirements determined upon by the committee. On this tract dock facilities can be made which show a possibility of handling 600,000 tons of freight per year. Recommendation is also made that the city establish its claim to a tract lying above Madison street bridge, as soon as title has been secured to the property needed, the committee thinks that plans for the municipal docks should be drawn and the work carried forward with any balance which may remain from the sale of the property with other funds which may become available from time to time.

Following are the names of the committee: C. F. Adams, A. H. Devers, S. M. Meers, Herman Wittenberg, C. E. Curry, H. M. Haller and C. F. Swigert.

POLK OIL RESOURCES TO BE DEVELOPED

(Special Dispatch to The Journal.)
Dallas, Or., Oct. 22.—Incorporation papers were filed Friday with the secretary of state for the incorporation of the Polk Oil Development company, on the Whitaker farm in Polk county. Prominent local business men compose the company, which will be known as the Oregon Oil and Pipe Line company. It is capitalized for \$250,000. The Whitaker farm has for some time shown strong indications of oil, but lack of capital delayed its development.

LITTLE DANGER OF SERIOUS RESULTS

Archbishop Christie, who injured his shoulder in a fall near Oswego, Thursday, has been brought to Portland and is now in St. Vincent's hospital. An X-ray examination of the injury proved it to be a fracture of the shoulder joint. The fracture was set by Dr. E. A. Sommer of Oregon City and was found to be in such good condition that it has not been touched. It will probably be 10 to 12 weeks before the use of the injured shoulder will be restored.

BEATS HORSE AND GOES TO STATION

B. L. Fluke, stable foreman for a local commission house, has been charged with being cruel to animals. Fluke was apprehended by a policeman at East Second and Oak streets while beating a balky horse with a heavy shovel. The case will be heard Monday in the municipal court.

PUBLIC DOCK QUESTION UNDER CONSIDERATION

(Continued from Page One.)
The great drawback now is that we lack docks to handle our commerce. Two questions presented.
Concerning these things to be true, the committee then takes up these two questions which present themselves: Is there a need for public docks with our present commerce? Will our future commerce be conserved and promoted by such a system?

ST. JOHNS MAY REPEASE CHARTER SMITH ALLEGES

Purpose to Provide for New Method of Electing Council.

Believing that the interests of the citizens of St. Johns will be best conserved by having half of its city council elected each year, Councilman Cook is planning to ask that a commission be appointed to revise the present charter so that this can be done. The charter was amended in certain sections at the last city election and this change was talked of at that time, but there was not time enough available in which to make the necessary changes and it is proposed to start early enough this time to give the commission all the time it needs. It will be expected to give the present charter a thorough overhauling and make any changes which it may decide are for the betterment of the city government.

One is likely to be the raising of the limit set to the treasurer's salary and to the number of terms he may hold office.

The method of street improvement and assignment of the cost of the improvement is also slated to come up for discussion and possible change, there being a strong sentiment in favor of assessing the entire city a certain amount each year for street improvements, the fund thus acquired to be expended under the supervision of a street commissioner. The sections concerning the vacation or leasing of streets and the acquiring and disposing of public utilities will also come under the scrutiny of the commission, which will also try to devise some way to force owners of vacant property to pay taxes on the valuation they set on it or to sell it in small lots at reasonable figures.

WASHERWOMAN GETS COIN BACK

(United Press Leased Wire.)
Omaha, Neb., Oct. 22.—William Eechle, an aged widower, today confessed to the police that he had robbed Mrs. Lizzie Wind, his washerwoman, of \$7600. Eechle restored the money to Mrs. Wind on her promise not to prosecute.

Some 20 years ago the woman lost \$1000 by the failure of a bank and since that time had carried all her money around with her in a small box. Yesterday she hid the box containing the money in a bundle of clothes while working for Eechle's wife. Later when she started to get the money it was gone, and Eechle's arrest followed.

DERTHICK CLUB HOLDS ITS FIRST MEETING

(Special Dispatch to The Journal.)
Oregon City, Oct. 22.—The first meeting of the season of the Dearthick Musical club met yesterday afternoon at the home of Mrs. Eber O. Chapman. The meeting was called to order by Mrs. S. O. Dillman. There was no program prepared for this meeting, as it is the annual election of officers, but Mrs. Anna Hayes, reviewed the history of the Dearthick club in a well prepared address.

The following officers were elected: Mrs. Anna Hayes, president; Mrs. W. A. Dimick, vice president; Mrs. Hiram Straight, secretary and treasurer. The committee for arranging the work and the programs for the coming year, has not been appointed yet. The hostess served light refreshments.
Those present were: Mrs. J. W. Moffitt, Mrs. J. E. Hedges, Mrs. E. T. Avilon, Mrs. E. A. Sommers, Mrs. Hiram Straight, Mrs. E. O. Chapman, Mrs. C. G. Miller, Mrs. C. H. Caulfield, Mrs. L. Adams, Mrs. G. E. Hedges, Mrs. L. L. Ficklen, Mrs. J. E. Dimick, Mrs. Joehanne, Mrs. O. W. Eastham, Mrs. J. T. Clark, Mrs. Clark Ganong, Mrs. J. W. Loder, Mrs. S. O. Dillman, Mrs. Anna Hayes, Miss Muriel Stevens.

OREGON CITY GIRL BECOMES PUBLISHER

(Special Dispatch to The Journal.)
Oregon City, Oct. 22.—Word has been received in Oregon City by Mrs. Eva Emery Dye, that a former Oregon City girl, Miss Wilhelmina Joehanne, is the publisher of a unique magazine in New York City "The American Baby." In her letter to Oregon City's distinguished authoress, Miss Joehanne says the magazine is for the mothers, fathers, sisters, brothers, grandfathers, grandmothers, aunts, uncles, and friends, cousins and all other relations and admirers of the baby.

Miss Wilhelmina Joehanne was born in Oregon City. Her parents, Mr. and Mrs. H. O. Joehanne, reside on the South End road, about two miles from here. Carl Joehanne, her brother, is at the money order window of the postoffice in this city. Miss Joehanne is a graduate of the Oregon City high school and of the Chicago university. Miss Joehanne was employed in the advertising department of the Chicago university. She has been in the Philippine islands.

CZAR IS GUEST OF KING OF ITALY

(United Press Leased Wire.)
Racconia, Italy, Oct. 22.—Czar Nicholas of Russia arrived here at 3:30 this afternoon and is now the guest of King Victor Emmanuel. He will remain here until Monday or Tuesday. Every foot of the way from the frontier to the palace was guarded by soldiers. Although the city was en fête and presented an animated scene the cheering for the monarch was not enthusiastic.

Mayoralty Race Quiet.

(Special Dispatch to The Journal.)
Portland, Or., Oct. 22.—Silas's candidacy for the mayoralty of J. P. Winter was announced a week ago no further formal announcements have been made. The feast of the past week has been the growth of a decided sentiment in favor of electing Mayor Murphy to succeed himself. Among business men and among others of various classes and various political parties there is a strong Murphy sentiment.

Greek Laborer Is Buried.

(Special Dispatch to The Journal.)
Vancouver, Wash., Oct. 22.—The county coroner was unable to locate any relatives of the Greek laborer, Voffie Tsakal, who was killed Tuesday evening by a train at the east end of the Willamette bridge, and the funeral was held yesterday afternoon from Knapp Bros's funeral chapel, and the remains interred in the City cemetery.

Paving Work Interrupted.

(Special Dispatch to The Journal.)
Vancouver, Wash., Oct. 22.—The engine driving the machinery of the plant for street paving was found to be of inefficient power and the work was interrupted. The machinery was a 30 horse power electric motor was added this morning and the work resumed. They expect to surface fully two blocks a day when the plant is running properly.

SMITH ALLEGES

Holdup Case Cause Judge to Postpone Sentence.

(Salem Bureau of The Journal.)
Salem, Or., Oct. 22.—Upon motion of Counsel W. M. Kaiser, who presented affidavits tending to show that George H. Bennett this morning until November 1.

WASHERWOMAN GETS COIN BACK

The affidavits filed by Attorney Kaiser showed that Juror Smith expressed a conviction of Prisoner Smith's guilt before the trial and swore afterwards that he had not. He is also accused of having opinions before being impeached as to the insanity of the prisoner.

Employer Steals Her \$7600 Hoard; Police Make Him Refund It.

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