

TOM JOHNSON'S LIFE ENDS AFTER LONG STRUGGLE

Reform Mayor of Cleveland
Was Champion of "Three-
Cent" Fares and Spent Mil-
lions to Prove His Theory.

(United Press Special Wire.)
Cleveland, Ohio, April 11.—After an illness extending over a year, Tom L. Johnson, elected four times reform mayor of Cleveland, died at 8:15 o'clock last night. His family was at his bedside.

At the request of the family, there will be no public funeral services for the dead ex-mayor, and the body will not lie in state, as had been planned. The remains will be taken to Brooklyn tomorrow, and buried in Greenwood cemetery. Brief services by the Rev. H. R. Conley, director of charities under Johnson's administration, will be conducted preceding their departure.

The state legislature today appointed a committee with Governor Harmon as its head to attend the funeral. All business will be suspended while the funeral is in progress.

Prominent men from all over the nation today are flooding Johnson's family with telegrams of condolence and many messages are coming from unions and sociological workers who admired the constancy with which Johnson stuck to his single tax and municipal ownership ideas.

Spent Millions for Low Fares.
Estimates today are that Johnson's estate will be found to be worth less than \$100,000. When he was first elected mayor of Cleveland, Johnson was worth millions. Most of this he expended in his long fight to municipalize the street railroads and to obtain 3 cent fares.

Tom L. Johnson, who, at the height of his brilliant career acquired a national reputation as "reform mayor" of Cleveland, Ohio, was born in Scott county, Kentucky, July 18, 1834. His father, Colonel Albert Johnson, was a wealthy planter before the war, but, like many a southern soldier, he returned to a ruined home after the great civil conflict had ended. He obtained the absence of the family were compelled to shift for themselves. Tom, a mere boy at that time, was compelled to aid in the shifting. Toward the close of the war, when the family was much in need, Tom, then 10 years of age, began to earn money by selling papers on the trains. A friendly conductor helped him by giving the boy the monopoly as news vendor and the \$30 which Tom realized from his venture, assisted materially in defraying the expenses of the removal of the family from the devastated plantation to Louisville, when Colonel Johnson returned home after peace was declared.

Family Was Poor.
After a short time the family removed to Evansville, Ind., where Tom received his early education. The reduced state of the family finances made it impossible for Tom to obtain a higher education and at the age of 18 he went into the world to earn his own living. At the age of 17 he obtained work as an office boy with a steel making firm in Louisville. He learned every detail of the business and was promoted rapidly. He invented a steel rail which is still in use and which brought him considerable money. His ability soon attracted the attention of the Louisville Street Railway company and it offered him a position, which he accepted. Two years later he was superintendent of the road.

He was married when about 20 years of age. "What have you with which to support a wife?" his prospective father-in-law asked Tom. "These two hands," was the reply. It was characteristic of the man and won him his wife.

In 1876, with capital furnished by a wealthy relative and friends, Mr. Johnson bought a streetcar line in Indianapolis for \$30,000. This was before the days of electric streetcars and the cars of Johnson's line were drawn by southern mules. When the first electric motors were brought out, Johnson wanted to electrify his line, but his associates objected and rather than offend them Johnson sold out his interest and went to Cleveland.

Met Mark Hanna.
There he first met Mark Hanna, who later became his bitterest political and business enemy. Johnson acquired what was called the "Big Consolidated" lines and electrified them. Hanna was compelled to follow suit with his lines, the "Little Consolidated." From that time on the two men became rivals in the business world. About the same time Johnson, with several associates, started a plant for the manufacture of "girder rails," which he had invented and of other rails at Johnstown, Pa. and also a big steel plant at Lorain, Ohio. All these undertakings, like his street railway enterprise, proved highly profitable.

STORMY PETREL OF OHIO POLITICS



Tom L. Johnson of Cleveland, Ohio, who died after a year's illness.

and Johnson acquired a considerable fortune.

Municipal politics in Cleveland finally claimed Johnson's attention. Corporate aggression and graft made the town nothing more than a "farm" which the politicians worked. An attempt was being made to give away valuable lake front rights to railroads. Johnson opposed this and to make his opposition effective, ran for mayor. In that campaign he first raised the battle cry of "three cent fares," which subsequently became the issue of all his campaigns and which earned him the bitter enmity of all the street railway interests of the country.

Wealth Wreathed from Him.
Johnson, who had become a single tax advocate and enthusiastic reformer, proposed to compel the traction companies to carry passengers at 3 cents a head. He met with great opposition.

best possible opportunity. Johnson was twice elected representative from the Twenty-first Ohio district.

Bryan's Tribute to Johnson.

(United Press Special Wire.)
Washington, April 11.—The death of Tom L. Johnson is a great loss to real democracy," said William J. Bryan today. "Johnson was one of the noblest spirits with whom I have been privileged to associate. Unselfish interest in public questions and untiring zeal in his efforts to secure remedial legislation put him in the front rank of public men. His life will continue to be an inspiration for generations."

Atlee Pomeroy, the new Democratic United States senator from Ohio, paid a high tribute to Johnson.

"Johnson did more to bring about municipal reforms than the mayors of any of the largest cities," said Pomeroy. "He sacrificed his fortune and his health to the public welfare, and I do not believe I exaggerate when I say he gave his life to benefit the public as truly as any man ever killed in battle."

RAYMOND CROWD GOES 15 MILES TO SEE WHALE

(Special Dispatch to The Journal.)
South Bend, Wash., April 11.—It is not an uncommon occurrence for whales when in pursuit of sardines or smelt to enter this bay, and two years ago as many as five were reported themselves in these waters during nearly the entire beach season, much to the delight of the many visitors at Tokeland beach. This season the first arrival was a very early one, and is already stranded in the vicinity of North Cove. Sunday the steamer Reliable carried nearly 200 residents of this city and Raymond on a water trip of eight miles to Tokeland, where they were transferred to carriages and automobiles for a seven mile trip to North Cove, where they witnessed the interesting and unusual sight of a monster of the deep high and dry on land.

LARDLESS COOKERY.

Horseless carriages, wireless telegraphy, and now lardless cookery. Lard has one fatal objection—it is indigestible. Nine-tenths of the indigestion with which the American nation is afflicted is due to the use of pork and its by-product—lard.

Recognizing this, The N. K. Fairbank Company, has placed on the market Cottolene, which can be used for cooking purposes in every way that lard or butter can, and which makes delicious, digestible and nourishing food. It is recommended by physicians, even to invalids, and it is cheaper than lard, one-third less being required.

DESERT AND LAND BOARDS TO TRAVEL

Will Go in May to Lakeview,
Traveling Overland to
Madras.

(Salem Bureau of The Journal.)
Salem, Or., April 11.—Governor Oswald West, State Engineer John H. Lewis, Attorney General A. M. Crawford and State Treasurer G. B. Kay, comprising both the desert land board and the state land board, will make an inspection of the Carey act irrigation project in central Oregon during the middle of May. Leaving Salem for Lakeview about May 12, the state officials will travel northerly through Lake county and the Deschutes valley, taking the train for Portland at Madras. The Warner valley project, the ditch of the Central Irrigation company, the projects of the Columbia Southern and the Deschutes land company will all be inspected. The governor and his party will touch at Laidlaw, Paisley, La Pine, Bend and Madras.

Progress on Hermiston Project.

(Special Dispatch to The Journal.)
Hermiston, Or., April 11.—The feed canal of the government project during March, diverted 10,500 acre feet of water from the river, and delivered 5400 acre feet of water to the reservoir. The available storage in the reservoir at the end of March was 33,000 acre feet. Water right applications have been received for a total of 11,650 acres of land. Topographic surveys are now being carried on for the reservoir site and the irrigable lands for the west extension of the project, and test pits dug at the proposed dam site.

ing carried on for the reservoir site and the irrigable lands for the west extension of the project, and test pits dug at the proposed dam site.

Monopoly of the Air.
(United Press Special Wire.)
New York, April 11.—Alvin today are all "at sea" over the statement of Claude Grahame-White's lawyer that he had advised the English aviator not to defend the suit brought against him by the Wrights for alleged infringement of their aeroplane patents.

Aviators contend that if White permits the suit to go by default the

I Am Stranded

My house failed. I am stranded here without a dollar. I must sell the contents of my 10 big sample trunks to raise money to pay my hotel bills and get back to New York. My house, which was one of the finest on Broadway, made nothing but men's high class clothing to sell from \$15 to \$35. There are 244 high grade, custom tailored suits and 68 overcoats in the entire sample outfit, and in order to raise sufficient cash with which to defray my expenses to New York, I will sell these garments at 50 cents on the dollar of actual cost of production—a true confession. I have tried to sell the samples to merchants, but as they knew of the predicament I was in, the advantage they tried to take was outrageous. Therefore I decided to retail these high grade suits direct to the public at 50 cents on the dollar. Come if only to look. You will profit by your trip, following is the price. Read it carefully and come prepared to get every suit as advertised: \$15 suits and overcoats for \$7.50; \$20 suits and overcoats for \$10; \$30 suits and overcoats for \$15. Sale begins today and will end Saturday night. Sale-takes place in sample room, next to the Oregon hotel, 55 Seventh, between Stark and Oak streets.

Wright will be able to secure injunction against nearly every flyer in the United States, giving them virtually a monopoly of the air.

Foley Kidney Pills contain concentrated form ingredients of established therapeutic value for the prompt alleviation of all kidney and bladder ailments. They are effective, tonic and restorative. Do not allow your kidney trouble to progress beyond the reach of medicine, but start taking Foley Kidney Pills at once. Refuse substitutes. Kidney, two stores, main store 151 Third street, branch store, 347 Oregon and West Park st. Woodward, Clarke Drug Co.

Established 1780

Jas. E. Pepper Whisky
"Born with the Republic"
—is known and recognized as "The Standard by which all other whisky is judged."

Blumauer-Frank Drug Co.
Distributors to Drug Trade,
PORTLAND, OR.



ARE YOU SUFFERING?
Why suffer or take chances on your straggling when I can give you absolute protection and a possible cure? Investigate the WILSON TRUSS. GUARANTEED TO RELIEVE AND RETAIN your hernia, regardless of occupation, age or sex. Indorsed by all physicians who have seen it. Come soon; delays are always unwise and frequently dangerous. EXAMINATION FREE.

JAY W. WILSON,
Alveolar Dentist.
66 Sixth Street, between Oak and Pine.
Phone Main 6275. Upstairs.

Alveolar Dentistry

In a majority of our advertisements we lay great stress on our specialty, Alveolar dentistry, replacing missing teeth without a plate or bridge work, and the curing of pyorrhea (loose teeth). The work is in its nature, and what we do, is a work that is apt to overshadow these other cases which come to us—the simple cases. We don't want the idea to obtain that we are Alveolar specialists alone. We are that, but something more—general practitioners of the first class. We do dentistry in all its branches, from the simple piece of filling up, it's a boastful statement to make, but we can do anything that is possible in dentistry, and what we do, is always of the very highest class. Our booklets Alveolar Dentistry and examinations are free. There are 10 Alveolar Dental Co. offices in the west. About 50,000 people are wearing our Alveolar teeth, about 2000 people in this city and state have teeth supplied by this office. Ninety-nine per cent, if not every single one will tell you if asked that it's the best investment they ever made in dentistry, and even where the bridge work is impossible and all cases where it is possible, we can replace your teeth with beautiful, artistic, comfortable, clean and everlasting teeth. We will defy anyone, dentist or layman, to tell from natural teeth. For full information see our Sunday ads. **ALVEOLAR DENTAL CO., DENTISTS,** 311 to 314 Abington Bldg., 108 1/2 4th st. Terms to reliable people.

Three-Grain Tablet Makes Flesh

Any one wishing to add to their weight, improve their color, and restore a normal condition of the stomach and nerves, should adopt the wonderfully successful treatment known to physicians and druggists as "3-grain hypodermic tablets." Put up in sealed packages with full directions for home use. Red lips, pink cheeks, and 10 to 20 pounds increase in weight are not uncommon results from several months' usage. Ask your physician or a well-known druggist for them.

Terrible chronic headache relieved and often cured by Pain-Away-Pills. All drug stores.

Work While You Sleep

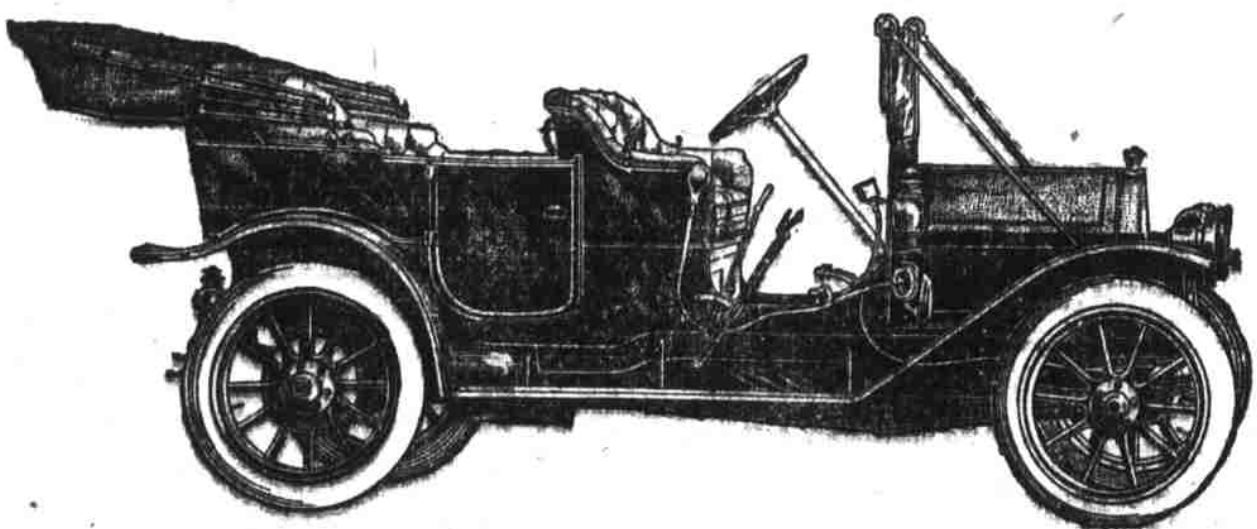
Millions of people have CAS-CARETS do Health work for them. If you have never tried this great health maker—Get a 10c box—and you will never use any other house medicine.

CASCARETS are a box for a week's treatment, all druggists, direct order, is the world. Millions boxes a month.

Runs 60 Miles an Hour Continuously for 24 Hours

Cadillac "Thirty"

Making a World's Record for an American Car



NOTE that the car winning first was a regular racing car of 60 horsepower, while the Cadillac was a regular stock car and had only 30 horsepower. Duplicate of the remarkable Cadillac car which has shown such endurance is now on exhibition at our showroom. Demonstration of its mechanical construction is being given daily from 10 a. m. to 10 p. m. by Mr. T. E. Dean, factory demonstrator of The Cadillac Company.

Whether you own a car, want to own one or whether you are an expert at driving a car, a lecture by Mr. Dean will do you good and give you a thorough understanding of how to take care of your car. Demonstration will end Thursday night, April 13.

Covey Motor Car Co.

GEO. O. BARNES, Sales Mgr.

SEVENTH AND COUCH STREETS

AUTO RECORD SET

Average of 621.8 Miles Made
in 24 Hours' Race.

TOTAL SCORE 1491 MILES

Valentine Hunt and Frank Verbeck
in Italian Fiat Win Race Near
Los Angeles—Second Car
is 43 Miles Behind.

LOS ANGELES, April 9.—Driving an Italian Fiat of 40 horsepower, Valentine Hunt and Frank Verbeck won the 24-hour race over the Playa del Rey motorcourse today, piling up the remarkable score of 1491 miles, an average of 621.8 miles an hour, breaking the American record of 1353 miles made by Poole and Paschke with a Stearns car at Brighton Beach August 1907.

An American-made Cadillac of 30 horsepower, driven by Adair and Baudette, was second with a score of 1143 miles, an average of over 47 miles an hour. The car started the long drive at a 10 o'clock Saturday afternoon and seven finished.

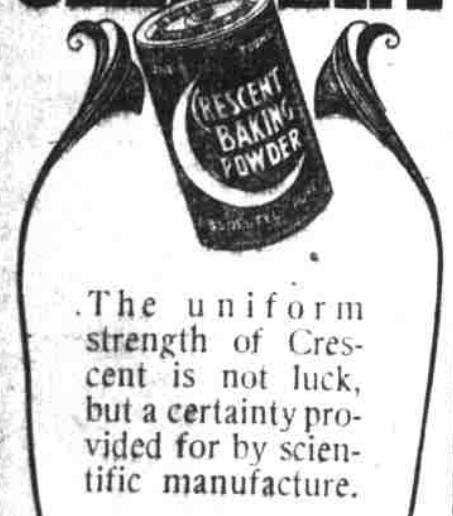
The race was remarkable on account of freedom from tire trouble and accidents. The Brighton Beach course, on which the driving hours of the race, was a 3.6-mile dirt track built for horse racing, while the motorcourse here is a one-mile road course with steep banking.

The greatest score ever made for 24 hours driving was made by R. B. Egan, with a Napier car over the Brooklands, England, speedway in 1907. Egan averaged 72 miles, but it was a record trial and not a competition event.

The Cadillac made a good showing during the early hours of the race, but broke two pairs of cylinders and was off the track for two hours during the race.

See Times Changed.
The Fiat changed six times and the Cadillac eight times.

CRESCENT



The uniform strength of Crescent is not luck, but a certainty provided for by scientific manufacture.

Full Pound 25c
Crescent Coffee, Tea, Maple-Syrup, Spices, Flavoring Extracts, Etc., enjoy a well deserved reputation. Groceries everywhere sell them.
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