

RAMPOLLA CHIEF FIGURE IN SACRED COLLEGE AT ROME

Election to Pontificate Was
Prevented at Last Conclave
by Opposition of Austria;
Facts About Cardinal.

(United Press Leased Wire.)
Rome, Aug. 19.—That Pope Pius X. cannot last much longer is becoming a matter of conviction in all quarters. As a consequence the possibility of the imminent conclave is in the thoughts of all persons connected with the Vatican, though there is not the slightest sign as yet of canvassing or intrigue among the cardinals for the chair of St. Peter. Nevertheless, prognostications as to the possible successor to the present pontiff are being made.

The Sacred college now has only 49 members, 28 Italians and 21 foreigners. The Italian majority is strong in number, but it is stronger still in influence. Nearly all of the Italian cardinals are in Rome and direct all the affairs of the papacy. As heads of congregations they have the power exercised elsewhere by cabinet ministers. Their views are carried out by Italian subordinates.

All cardinals are Italian.
The papal nuncios are Italian, depending from an Italian cardinal secretary of state. The majority of the Vatican officials are Italian, from the high chamberlain of the apostolic palace to the lowest menial employed about the premises. All these people, with their influence, which is strong, have nothing to gain and everything to lose from a foreign successor to Pius X.

Foreign cardinals being thus out of the contest, the choice of the next pope will be confined to one of the 28 Italian members of the Sacred college. This best Catholic sentiment in Rome at the present time seems to be unanimous in its expression in favor of Cardinal Rampolla as successor to Pius X. Cardinal Rampolla came near being a successful candidate in 1903 when the present pope was chosen. It may be assumed that the cardinals who voted for him at the last conclave will again support him, while it is well known that many of his former adversaries are now his supporters. Pius X himself is reported to have said that he felt that his successor should be Leo XIV, thus clearly designating Rampolla, whose policy would have been a continuation of that of Leo XIII.

Austria Prevented Election.
The election of Rampolla at the last conclave was prevented only by Austria's veto. There will be no mention of a veto at the next conclave for one of the first acts of Pope Pius X. was the promulgation of a constitution abolishing the veto power of Austria, Spain and France in the papal elections and prohibiting cardinals under the pain of excommunication from receiving even in the form of a simple desire any demand for their good offices in presenting a veto or making it known in the conclave regardless of whatever motive it may have come to their knowledge.

Cardinal Rampolla is without exception at the present time the most notable figure of the Sacred college. He is a Sicilian by birth, and it was just 68 years ago yesterday that he first came to the light of day. He was educated at the College of Capranica and the Academy of the Noble Ecclesiastics in Rome, and in 1876 became attached to the nunciature at Madrid.

Something of Rampolla.
In 1877 he became secretary of the congregation of oriental rites. In 1882 he was created titular Archbishop of St. Heracles and sent to Spain as nuncio. He was created and proclaimed cardinal, March 14, 1887, taking title from the church of St. Cecilia and a few months later was named secretary of state. Since the death of his former chief, Pope Leo XIII, he has lived a very retired life, restricting his activities almost exclusively to his duties as head priest of St. Peter's.

The distinguished family connections of Cardinal Rampolla, his intimate acquaintance with Spanish and English affairs, and his abilities to cope with political statesmen are well known. Also he is quite famous for his learning as for his ability. He has written the best works extant upon the traditions of the Greek church, and upon the infallibility of the Pope, and he is the author of a notable volume on the historical accuracy of the story of the Macabees.

Another advantage possessed by the cardinal as a candidate for the chair of St. Peter is his patrician ancestry, for it is a tradition of the church that the pope should be a man of patrician birth.

Rampolla's views are quite as liberal as those of any of the hierarchy and he has often expressed warm admiration for Cardinal Gibbons, Archbishop of Baltimore and other men of the liberal party of the Catholic church in America.

LOWER KLAMATH LAKE LANDS FOR SETTLERS

(Special to The Journal.)
Klamath Falls, Or., Aug. 19.—An order has just been received by the land office at Lakeview restoring to entry 13,000 acres of land bordering on the lower Klamath lake and in Sand Hollow, a small valley near The lake. The land was withdrawn from entry at the inception of the Klamath Reclamation project. Since the plans of the project have taken more definite shape it is found that the lands within the project and hence the order releasing them from the temporary reserve. Much of the land is already in the hands of private owners, but there are several thousand acres that will be offered to homesteaders. The lands will be open to settlement August 25 and open for filing September 27.

THREE YEARS WITHOUT A DRINK IS PENALTY FOR FORGING A CHECK

(Special to The Journal.)
Chehalis, Wash., Aug. 19.—Because he signed a check for \$100, name to an \$8 check and secured the cash on it from S. A. Wilson, payment being later refused at the bank, Tuck Workman, of Little, 26 years of age, has been sentenced to the "water wagon" three years. Workman will not be prosecuted for offense now. He is to report each week during his parole to the prosecuting attorney.

ALLEGED FRAUDULENT LODGEMEN ARRESTED

The alleged scheme of A. M. Machack and John Mathews, to fraudulently institute a negro Masonic lodge in Portland tonight was nipped in the bud by officers of the two lodges already established here who caused warrants to be issued for their arrest. Machack was arrested last night and Mathews was arrested this morning. Both are in the city jail.

These men, who say they hail from Kansas City, Mo., represent that they are authorized deputies for the negro Masonic lodge, the Odd Fellows, Knights of Pythias and Shriners, having authority to institute lodges for any of these orders.

When they came to Portland and began to work up a prospective membership for a lodge, their authority was questioned and to prevent their carrying out their plans, John C. Logan, past grand master of the Grand Lodge for the jurisdiction of Oregon and Washington; W. H. Rutherford, worshipful master of Enterprise lodge No. 1 of Portland, and Dr. James A. Merriman, worshipful master of Eastern lodge, also of Portland, swore to complaints against them, charging them with being clandestine and bogus Masons, doing fraudulent work in Oregon without the authority of any regularly constituted body of Masons in the United States.

The case will probably be tried Monday in the police court. Attorney McCants Stewart, has been retained by the lodges to assist in the prosecution.

INSURANCE BROKER ANSWERS THEFT CHARGE

(United Press Leased Wire.)
San Francisco, Aug. 19.—Frederick R. Lloyd, a prominent San Francisco insurance man, who was accused of the theft of \$64,000 on December 12, 1909, in a complaint sworn to by Eugene Ives of Tucson, Arizona, representing the stockholders of the Pacific Slope Securities company, appeared in the police court here today for trial.

The case was continued, Assistant District Attorney Roache stating that his case was not ready because most of the material which had to be brought to San Francisco from a distance.

RAILROAD OWNERSHIP IN ALASKA BY U. S. URGED

(United Press Leased Wire.)
Washington, Aug. 19.—Late this afternoon in the senate a resolution was offered by Senator La Follette of Wisconsin declaring that it is the sense of the senate that the government should own the railroads in Alaska, together with their terminal facilities.

La Follette said he would explain his resolution Monday.

TANGLE OVER AEROPLANE HAS BEEN COMPROMISED

(Salem Bureau of The Journal.)
Salem, Or., Aug. 19.—The Salem-built aeroplane was today released from attachment and may fly away. D. E. Serfas, the mechanic who helped build the airplane, fearing the owners were going to take it out of the state, had it attached for his wages. D. D. Huddleston and Ben Taylor, owners, replied to the suit by declaring that publication of the attachment had damaged them \$1000 and that Serfas promised "no flight, no pay." While the machine made several flights none were entirely satisfactory. Serfas has now asked for withdrawal of attachment.

The flying machine has been improved and will be taken on the road if engagements can be arranged. The owners have offered to fly over Salem enclosing the dome of the state house for \$500.

FIRE DESTROYS OLD BUILDINGS AT THE DALLIES

(Special to The Journal.)
The Dailies, Or., Aug. 19.—At an early hour this morning fire started in the California restaurant on Second street between Union and Court, and spread from there to the Dailies, saloon, the Lemke's saloon, W. E. Mills' real estate office, A. G. Hoerling's confectionery and the Independent market, all of which were more or less damaged by fire and water.

None of the buildings were totally destroyed. The loss is about \$5000, covered by insurance. The buildings were all old and were owned by Mrs. M. Baldwin of Portland, and Mrs. J. Schultz, of San Francisco.

BEND PUBLIC SCHOOLS WILL OPEN SEPTEMBER 5

(Special to The Journal.)
Bend, Or., Aug. 19.—With eight teachers the Bend public schools will open Tuesday, September 5. Owing to the rapid growth of the town during the summer, there will be an increased enrollment. The school board has decided that arrangements are being made by the school board to secure additional quarters. A new building will probably be necessary next year.

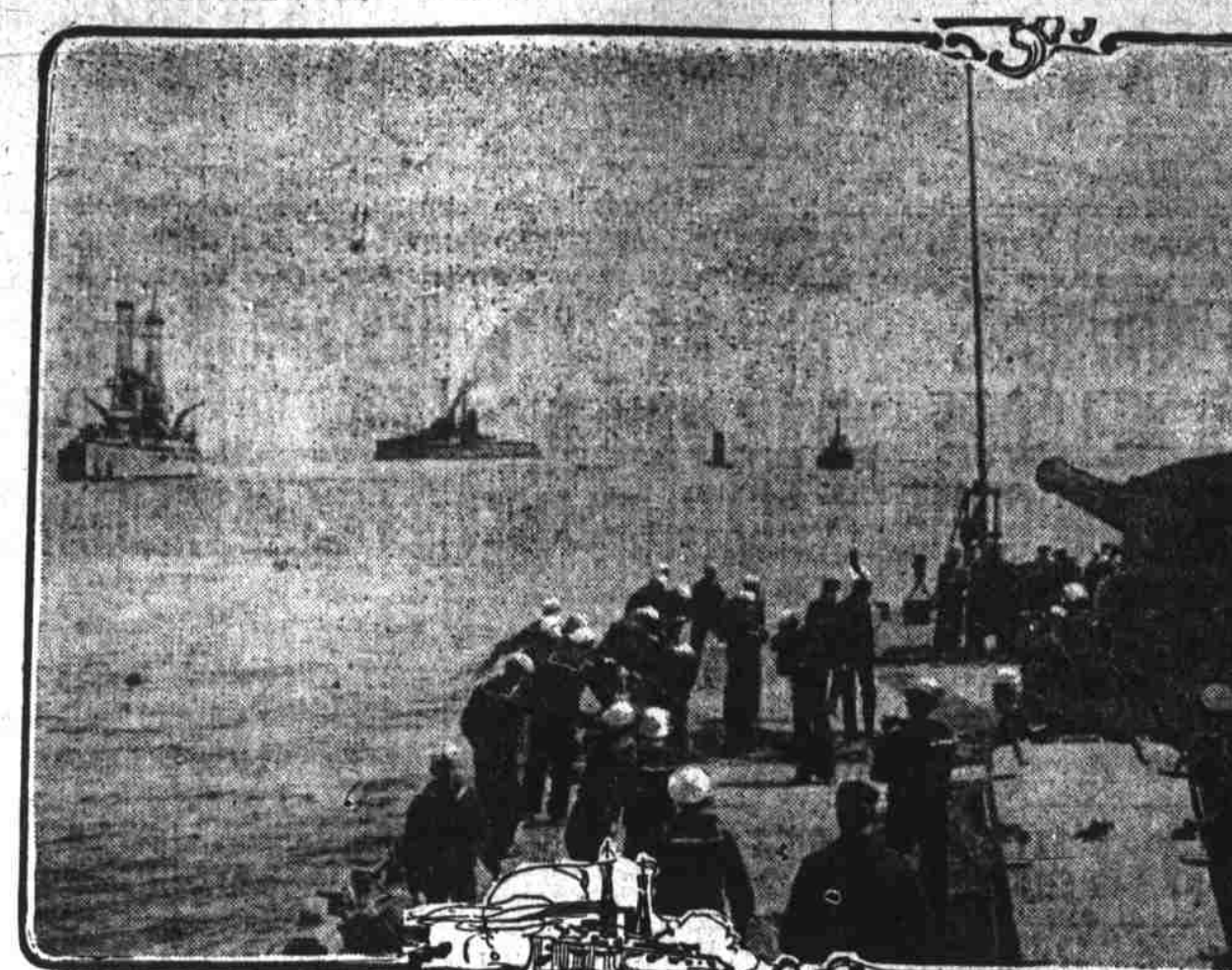
The following have been chosen as the high and graded school faculty for the year: Principal, J. B. Shouse of Grand Island, Neb.; assistant principals, Anne Markel, Bend, and Ethel Borden, Minneapolis; grade teachers, Maude Vandevort, Bend; Katherine Troutner, Houston, Minn.; Ethel M. Holmes, Chipewa Falls, Minn.; Martha Sinder, Omaha, Neb., and Angie Young, Bend.

Injunction Dismissed

Bend, Or., Aug. 19.—Judge Bradshaw of the circuit court has just rendered a decision dismissing a temporary injunction obtained by property holders here forbidding the Oregon Trunk Railway from completing a spur line to the river front. Work has been held up for months and had the injunction been made permanent manufacturing industries along the Deschutes would have been unable to get sidetracks to their plants.

Special Election in Pennsylvania.
The republican leaders in Pennsylvania hope to reduce the Democratic delegation from that state by the election of a Republican from the fourteenth district, where a vacancy exists by the death of Representative George W. King. A special election will be held to fill the vacancy will be held next November.

"HOSTILE FLEET" MAKING READY FOR ATTACK IN NEW YORK CITY



This photograph was taken from the battleship Michigan and shows some of the sailors of the Michigan busy, on the forward deck. On the extreme left is the Connecticut and next to her the Delaware.

Waterways Real Asset of Prosperity

Discussion of Subjects of Transportation and Commerce Continued;
Question of Toll for Water Craft Considered.

Objections to expenditures for waterways, on the assumption that because the public does not always receive a direct return it is not repaid; are being met in the following from the pen of S. A. Thompson, this being the fourth of a series published in The Journal on "Waterways as Creators of Prosperity." One other installment will complete this series.

Imperial Domain.
In addition to this imperial domain, other large amounts of land were given by counties, townships, cities and individuals. The Northern Pacific was built into Superior, Wisconsin, in consideration of a free right of way, which was so chosen that it took most of the water front, and a deed to "one-third of all lands, premises and real estate." This was not an extreme case. During the eighties, when railroad building was active in the Dakotas, the usual terms exacted from the owners of town sites included free right of way and station grounds and a deed to every alternate lot. The areas of these lands was, of course, much smaller than that of the lands granted by congress and the states, but the value was probably as great.

Besides these grants of land, enormous both in area and in value, our railroads have received financial assistance from sources ranging from the national treasury down through states, counties and cities to pioneers striving to erect homes in the forests or turn the prairies into farms. At one time the Pacific railways were indebted to the government for bonds and unpaid interest in the sum of \$130,000,000, but all but about \$6,000,000 has since been paid. Another \$6,000,000 was contributed in rebates in the tariff on imported goods. No complete compilation of the figures has ever been made, so we must be content with indications and estimates. The net amount contributed by the state of Missouri was \$25,000,000, and towns and counties in the same state gave \$8,124,075 more. Two hundred and ninety-four cities, towns and villages in New York gave \$29,378,206, and 61 counties in the same state gave from \$5000 to \$3,000,000 each. In 1853 Wheeling had a railroad debt of \$1,100,000; St. Louis, \$2,500,000; New Orleans and Pittsburgh, \$3,500,000 each; Baltimore, \$7,830,000; and Philadelphia, \$8,184,000. The census of 1870 showed that there were still outstanding \$185,000,000 of county bonds issued in aid of railroads.

Amount of Taxes.
Of other grants to railroads space remains for the mention of but two. One is the exemption from taxation at the same rate as other property. The taxes paid by the railways in 1907 were less than one-half of one per cent on the capitalization. It follows that one of two things is true—either the roads are very heavily capitalized or very lightly taxed. The other item is composed of the franchises granted by states and cities. Rivers run by authority of Almighty God, but railways must be chartered by human legislation. It is impossible to ascertain either what existing railway franchises were worth when granted, or what they are worth now, but it is interesting to speculate how much the companies would pay for the privilege of continuing to exist, if, through some unpayable legislative oversight, it had been arranged that all these franchises should terminate on December 31, 1911.

As is natural, when exact figures are lacking, estimates vary widely as to the aggregate value of all the gifts, grants, lands, bonds, exemptions and franchises which have been given in aid of railways. This handsome amount, went into the state treasuries. The amount paid in taxes to subordinate political divisions was about \$5,000,000 more, making a total of \$169,000,000.

This is considerably more than twice as much as the amount paid in taxes by American roads in the fiscal year 1907, which was \$80,108,006. The difference becomes still more striking when we take into consideration the much greater mileage of the American lines; for if these latter had paid as much per mile of line as did the German roads, they would have contributed to the treasuries of states, cities, counties and other minor civil divisions of the United States, not \$80,000,000, but more than \$1,110,000,000.

If the net profits of the German roads had been used solely for that purpose, the railway debt would before now have been paid in full, and instead, leaving the entire system with its equipment as a net asset in the hands of the German states. These chose rather to put the proceeds of the transportation taxes into their treasuries, reducing by that much the amount to be raised by other forms of taxation. During the 25 years that the German railways have been owned and operated by the states of the empire, the mileage has been nearly doubled, the equipment considerably more than doubled, and the efficiency of the system increased at least threefold. Both passenger and freight rates have been reduced, but profits on the capital invested have risen from 4.9 to 7.52 per cent, while the net income per mile of line operated was \$5080 in 1907 as against \$1976 on American roads.

Between 1890 and 1907 the railways of the United States increased their capitalization by \$13,029,000,000 per mile of line; between 1883 and 1902 the German railway system, besides paying for itself in net profits, reduced its capitalization by \$2327 per mile. It is not claimed that the German railway system is perfect, and the writer is most emphatically not an advocate of government ownership and operation of railways in the United States. But there would be a good deal to say in favor of a railway administration which could accomplish the results outlined above even if its average freight rates per ton mile were actually, instead of only apparently, higher than those on the railways of the United States.

A number of recent writers evince surprise, not unmixed with sorrow, because the governments of the earth, as a rule, collect only insignificant tolls for the use of canals and no tolls at all for the use of improved rivers. Mr. McPherson, from whom quotation has already been made, states that the result of this policy is shown by statistics that are startling. Concerning one of several instances referred to by him, he says:

"The revenue from the interior waterways in 1905 was over \$2,300,000 less than the expense of maintenance. If there had been added thereto interest on the capital at 3 1/2 per cent, amounting to \$4,637,750, it is found that the charge borne, without offset, by the state of Prussia during 1905 for its interior waterways amounted to nearly \$6,500,000."

Belgium, Russia, and other countries, are also referred to and the charges are given which are borne, "without offset," for the maintenance of waterways.

Apparently nothing is to be considered as an offset but a direct return in cash through tolls or charges, but if this be the true basis for calculation the governmental expenditures which are totally "without offset" are both very large. In Prussia, for instance, there was spent last year on the public school system of the United States about \$400,000,000. Since no charges were made for the education given, this large expenditure must have been "without offset." (Was this not also a flagrant example of unfair competition by the government with schools maintained by private enterprise?) Something might be said also concerning the expenditures made, not by the government but by the railroads, for the maintenance of churches and other religious institutions, which is better that our attention should be confined chiefly to matters connected with transportation.

Canals and rivers are not the only highways for the use of which no tolls are charged. The highways of the United States about 2,250,000 miles of public roads. If the land contained therein, which is somewhere between 13,000,000 and 15,000,000 acres, is worth as much as the lands adjacent thereto, its total value may be roughly approximated as \$150,000,000. But bulletin No. 32, issued by the office of public roads, states that the expenditures on public roads in 1904 were \$30,000,000, in round numbers, which is equivalent, to 4 per cent on \$2,000,000,000.

Some put it as low as \$2,000,000,000; others say that fully half of the \$17,000,000,000 of railway capitalization is based on donations made and franchises granted by government and private parties. Take the lower figure and put the interest at 4 per cent, although the current rate was much higher when many of the gifts were made, and the expense amounts to \$80,000,000 a year. And since the railways have paid no rental for the lands and no interest on the money given them, this expense, which has already been running for 50 years or more, is entirely "without offset."

"Without offset" indeed. Some of the Pacific roads may have been so lavishly endowed that the value of the gifts was far greater than the cost of construction. Some roads may have been built for the sole purpose of blackmailing the states. But who can estimate or comprehend even the money value of the development which has come with, and largely because of, the building of railways? Who, until the coming of that poet greater than Homer, who shall we call? But who can estimate the value of the improvement of rivers and the construction of canals have been influenced by considerations far higher, and have sought results much more far-reaching and important, than the existing of dividends through the collection of tolls. A British royal commission has recently been studying the question of canals and inland navigation. W. H. Lindley, the distinguished engineer who made a comprehensive report to this commission on the waterways of the continent, gives, among other things, statements showing that

LEASE OF TRACKS NOT ABRIGATED

Rumor of Change on Portland-
Seattle Line Said to Be
Without Foundation.

(United Press Leased Wire.)
Tacoma, Wash., Aug. 19.—"Absolute-ly without foundation and perfectly absurd," is the way Judge George Reid, senior counsel for the Northern Pacific railway, characterized rumors to the effect that the Northern Pacific had given the Oregon-Washington Railway & Navigation company notice that the agreement for the joint use of the tracks between Portland and Tacoma had been terminated.

Judge Reid exhibited the contract, showing that it has 99 years still to run and that the Harriman line must pay \$25,000 a year rental whether it uses the tracks or not.

"And we have no more right to order them off than they would have to order us off," said Judge Reid. "As a matter of fact they own a third interest in the line, but under the charter we could not make a deed, so we have a contract instead. There never has been any dispute nor clash since the joint operation started."

General Manager J. P. O'Brien of the Harriman lines in Oregon declared the report that the agreement had been abrogated absolutely without foundation. The agreement in the shape of a 99 years lease and it could not be abrogated," said Mr. O'Brien.

The Northern Pacific is building a line from Tacoma around Point Defiance known as the Point Defiance line. It will gradually reduce the charter grade that trains have to climb leaving Tacoma for Portland. A lease over this short stretch of road will probably be entered between the Northern Pacific and the O. W. R. & N. company, as it will really be a lease, but this would have no effect upon the existing lease.

SMITH DOES NOT SEEM TO KNOW MURDERER

(Special to The Journal.)
Oregon City, Or., Aug. 19.—In a message received this morning by Sheriff Jennings Lodge, as he will be tried on the charge of horse stealing, Smith, in custody for horse stealing, knows nothing of the murder at Ardenwald station, nor of the killing of the slight hobo, Sandy, Or. He said he would investigate further on these two cases and should anything develop, he would notify Sheriff Mass. When Smith was arrested he gave the impression that he knew something of the Hill case, but it is the authority's belief that this was a ruse. Smith has been identified by the proprietor of the Hawthorne stables of Portland as the man who left three horses at Ardenwald station, and has been stolen from H. N. Smith of Jennings Lodge. As he will be tried on a horse stealing charge at Roseburg, Sheriff Mass said that he would not try to bring him to this county for trial.

MARLOWE AND SOTHERN MARRIED IN LONDON

(United Press Leased Wire.)
Washington, Aug. 19.—Cablegrams from London received here yesterday told of the marriage in London of E. H. Sothern and Julia Marlowe, the most prominent co-stars in the theatrical world.

The names of Mr. Sothern and Miss Marlowe have been linked together by gossip ever since Virginia Harned got a divorce from Mr. Sothern last year. Miss Marlowe, who came from the former husband, Robert Tabor, an English actor, in 1894.

charge per ton mile borne by the state on the traffic carried by water. A number of writers have made these statements the basis of elaborate arguments against waterways. Mr. Lindley also made other statements which, if they have been seen, these writers have certainly not quoted. In his opening summary he says:

"The opinion on the continent as to the value of waterways is best shown by the steps proposed and the money granted by the governments for their future improvement and development."

Value of Waterways.
In the portion of his report devoted to Germany he says:

"The opinion existing in Germany on the value of waterways for handling the traffic in conjunction with the railways is given by the fact that the Prussian landtag, on April 1, 1906, sanctioned a law for new works for a total amount of \$18,728,750, or 60 per cent for a sum equivalent to over 60 per cent of the total sum hitherto spent on the waterways in Prussia."

In the fourth and final report of the royal commission on inland navigation, statements of a similar character are referred to the Belgian waterways it is said:

"The state expects no return or profit upon the money spent upon construction of the waterways. It is considered in Belgium, as in France, that these works will increase the commerce and wealth of the nation, and that the increase of commerce and wealth will strengthen the national public revenue."

The commission says further:

"That the use of the improved natural and artificial waterways in cheapening the transport of coal and other low-value traffic has increased the trade, industry and wealth of Germany, and indirectly the revenue derived by the railways from passenger traffic and higher class goods. . . . and the state revenue at the same time benefits indirectly through the increased real income and spending power of the population consequent on the augmented industrial prosperity produced by cheap water transport."

The royal commission also calls attention to another point which our American writers seem to have overlooked. If the Prussian railways and waterways be taken together as parts of one great transportation system, the net revenue in 1905, after paying all costs of maintenance and operation and deducting interest on the capital, was \$159,029,151.70. This gave, in addition to all indirect benefits, a net income of more than 1 per cent on the total investment. In the United States that same year railway stocks to the amount of \$2,435,370,337, being 37.18 per cent of the total, paid no dividends at all, and the average rate on those stocks which did pay dividends was 5.73 per cent.

Journal Want Ads bring results.

ASTOR ON CRUISE WITH HIS FANCEE

Rumor That Marriage Will
Take Place Within Few
Hours.

(United Press Leased Wire.)
New York, Aug. 19.—Accompanied by his fiancée, Miss Madeline Talmage Force, and her father, William H. Force, Colonel John Jacob Astor is today off on an indefinite cruise in the "Astor yacht Noma. There is a persistent rumor afloat that the party may go ashore at New London or Greenwich and that the marriage may be consummated within the next 24 hours.

Philadelphia, Aug. 19.—"I glory in them and thank God for the enemies I have made in denouncing the Astor-Force wedding," said Rev. George Chalmers Richmond, rector of St. John's Protestant Episcopal church here today when shown a bunch of newspaper criticisms. When it was suggested to Dr. Richmond that the public condemnation that had followed his attack on the Astor-Force alliance from the pulpit might influence Colonel Astor and Miss Force to abandon their plan to marry, the rector was pointed in his assertion that he did not think anything of the sort.

"It would serve, rather," he said, "to place a moral obligation upon Colonel Astor's shoulders to marry Miss Force."

TATF'S REASONS FOR FREE LIST BILL VETO

(United Press Leased Wire.)
Washington, Aug. 19.—In his message the president, summarizing his reasons for vetoing the free list bill, said:

"I withhold approval from the bill, first, because it should not receive consideration until the tariff board makes a report on the subjects affected; second, because the bill is so loosely drawn that it will involve the government in endless litigation and leave the commercial community in disastrous doubt; third, because it places finished products on agricultural implements, machinery, with which the finished product is made, thus putting American manufacturers at a needless disadvantage; fourth, because, while purporting to put on agricultural implements, machinery and flour on the free list, to reduce the price to consumers, it does not do so, but only gives to Canada valuable concessions which might be used by the executive to expand reciprocity with that country in accordance with the direction of congress."

In this connection the president declared that the language of the bill, referring to agricultural implements, was sweeping and affected many sections of the present tariff. He further asserted that the provisions of the bill were so ambiguous that the treasury department would be unable to estimate the amount of the reduction in revenue which the bill will effect.

Washington, Aug. 19.—Today is "Show Me" and "Hoo Hoo" day at the Astoria Centennial. The day has been set aside by General Manager Tremp in honor of the state of Missouri, Arkansas and the city of St. Louis. "Hoo Hoo" and Portland Automobile club day.

LUMBERMEN'S REUNION FEATURE AT CENTENNIAL

(Special to The Journal.)
Astoria, Or., Aug. 19.—Today is "Show Me" and "Hoo Hoo" day at the Astoria Centennial. The day has been set aside by General Manager Tremp in honor of the state of Missouri, Arkansas and the city of St. Louis. "Hoo Hoo" and Portland Automobile club day.

The Oregon and Washington Lumber Manufacturers' association will hold a meeting in the morning and afternoon at the Astoria Centennial. The association is sure to attract an unusually large crowd.

Everywhere are "Black Cat" signs the insignia of the order of "Hoo Hoo." Vice Gerent Snark M. D. Jameson, for the northern Oregon division of the Centennial Order of Hoo Hoo, has sent out an "order" for all members within his jurisdiction to gather today and there is sure to be a huge crowd present.

REFERENDUM CASE TO HAVE EARLY HEARING

(Special to The Journal.)
Salem, Or., Aug. 19.—Secretary of State Olcott will have 10 days in which to file his answer to the injunction suit brought against him to prevent his placing the university referendum on the ballots for the next general election. After the state's answer the university will have until the second Monday in October in which to reply but it is thought the university will ask the case be set down for early hearing. The state also will want to expedite matters, according to Assistant Attorney General Van Winkle. The hearing will be before Judge Galloway.

Judge Galloway will be here before the state fair opens and as soon as he arrives it is thought the attorneys for the university will ask the case be set down for early hearing. The state also will want to expedite matters, according to Assistant Attorney General Van Winkle. The hearing will be before Judge Galloway.

Either side will have the right to appeal the case to the supreme court and unless an unusually conclusive fight is put up by one side and a "fall down" registered by the other the case will go to the supreme court. Neither side expects these things are expected to occur but rather a close fight is expected. It is anticipated that the case will be passed upon by the supreme court. The case could hang fire in the courts over 12 months and yet be decided the time by the place the referendum on the ballot, but Assistant Attorney General Van Winkle thinks the case will be finally decided before January 1, the date on which the university will ask the case be set down for early hearing.

WHEN SHE CAN'T PICK OWN CASES, FEMININE JUROR WILL NOT SERVE

(United Press Leased Wire.)
Seattle, Wash., Aug. 19.—Because she would not be allowed to pick the cases she would try, Mrs. Augustus S. Wentworth is the first woman juror to be excused from service. She was willing to serve, but objected to hearing cases indiscriminately. When the sheriff gave his ultimatum Mrs. Wentworth asked for the exemption allowed by law on account of her sex.