

LA FOLLETTE WINS SALEM AUDIENCE FAVORABLE TO T. R.

Rousing Meeting Gives Hearty Indorsement to Leader of Progressives; Taft Given Hard Jabs.

(Salem Bureau of The Journal.) Salem, Or., April 15.—Senator Robert M. La Follette last night converted a Roosevelt crowd into a yelling, clapping, enthusiastic La Follette audience, responsive to his every suggestion and showing eagerness to stand behind him in the fight he is making to wrest the control of this country from big business and again place it in the hands of the people.

HUGE VESSEL WOULD EXTEND MORE THAN 3 PORTLAND BLOCKS

Would Have Difficulty in Passing Through Bridge Draw, With Tow Alongside.

If the Titanic had been brought to Portland to dock, the huge steamer would have required three blocks and a foot more of waterfront space. With its stern jammed tight against the Morrison bridge, the 833 1/2 feet of the vessel would have extended across the foot of Lamhill street, Taylor street, Salmon street and halfway to Main street.

CARPATHIA GIVES A LIST OF SURVIVORS; DR. DODGE SAVED

(Continued from Page One.) Mrs. Henry B. Harris, Miss Jean Hignoch, Mr. John C. Hogeboom, Mr. and Mrs. Fred M. Hoyt, Miss Hausaig, J. Bruce Ismay.

not sufficiently equipped to safeguard all passengers and crew. The house committee on merchant marine apparently will take action. The trouble evidently is that the lifeboats occupy too much room. The steamer are cheating the slightly delirious. They most furnish absolute protection for everyone, no matter how crowded the liner is.

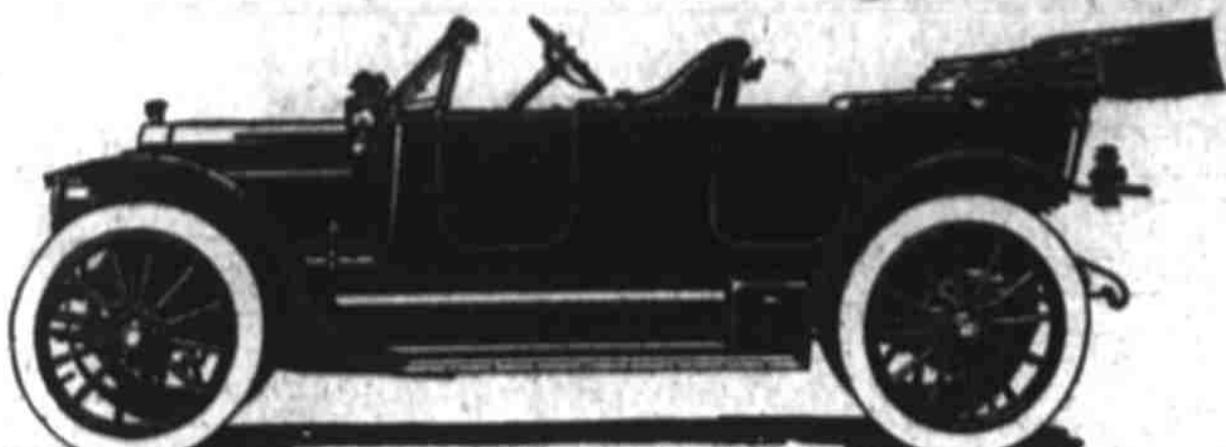
Supervising Inspection Officer of the Steamship Inspection service. "After vessels reach a certain size," he said, "they are equipped with lifeboats according to tonnage, and not according to the number of passengers. As a rule the great liners are not equipped with enough lifeboats to save the passengers, though they usually have sufficient life preservers."

are the most dangerous factors with which liners have to contend. Captain Beatty declared his belief that the Titanic struck the berg glancingly and then crossed obliquely, reaching point of her bow.

of representatives, delivered a speech at today's session of the house for many minutes, in which he urged the passage of those proposed by the committee of witnesses and leaving.

Girls in Speaking Contest. Hood River, Or., April 15.—(Special.) High school students, Elizabeth Carson, June Morrison, Nell Cameron, Helen Fryer, Jewel Taylor, Julia Blinn and Laura Colburn, participated in a contest at the Baptist church Friday night, the prize being a gold medal. The judges awarded the medal to two young ladies, Laura Colburn and Jewel Taylor, being unable to determine which of the two should have the prize. A second medal was provided.

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We will issue trade coupons with every purchase made. These coupons are good for their face value in votes, at the rate of one vote for every cent of purchase. The person securing the largest number of votes at the close of this contest will receive this handsome car absolutely free of all cost. The coupons are transferable, so if you are not interested in securing this car for yourself, you can make some relative, friend or acquaintance happy by saving your coupons for them.

NO PUBLICITY

Nomination blanks can be clipped from this circular or can be obtained at our place of business. Upon receipt of your nomination, you will have a particular number assigned to you. The published bulletins of all contestants will be by number only, thus avoiding any publicity to your name. All votes received will at once be entered in a voting register, and immediately after the close of the contest the winner will be announced and the prize awarded.

Rules of the Contest

- Read carefully the rules of this contest, as it will make it much easier to understand the methods that are used.
1. No names of contestants will be published.
 2. Every contestant gets a number.
 3. Standing of contestants' numbers published 2d and 16th of each month.
 4. All votes must be brought in for recording 1st and 15th of each month.
 5. Votes must not be written on.
 6. Color of certificates will be changed monthly and must be recorded monthly to count.
 7. Votes are transferable before recording.
 8. Contestants will not be permitted to solicit votes within our store.
 9. Contestant having largest number of votes wins auto.

EQUAL CHANCE FOR ALL

No lucky number will win this car. Simply sign a nomination blank and have a particular number assigned you and then boost for your number among your relatives, friends and acquaintances. Have them patronize our store and save the coupons for you. The rules are simple. The chance costs you nothing. An opportunity for any hustling man, woman or child to secure a prize that will give life long joy and pleasure.

NOMINATION BLANK

Good for 2000 Votes. Place to my credit 2000 votes and notify me what my number will be. Also send me full particulars how I can win the Howard Automobile.

Contest Opened Apr. 15, 1912
Contest Closes Oct. 1, 1912

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Fine Wearing Apparel for Men and Women

273-275 Morrison at Fourth

FREE COUPON
Good for 25 VOTES
In the Great AUTOMOBILE CONTEST
Cut out this coupon and present at our store and received 25 votes free. This coupon is good until May 1.

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Journal Want Ads bring results.

New Spring Footwear

Fashioned for exclusive tastes. Much of our trade buy good shoes for style's sake as much as quality's sake.

There's every good reason why you should come to Rosenthal's for your Spring shoes. Do you know that it is the policy of this store to sell the kind of shoes that are not sold in the average store, and that in order to do that we choose the very smartest models that the skill of this country produces?

Our Twins—Low Prices and Reliable Quality—have brought us the largest trade in the city.

Our prices on good shoes make "looking elsewhere" a waste of time.

Rosenthal's

Portland's Best Shoe Store.
The Shop That Fits the Foot.

MONEY LOSS GREATEST KNOWN TO HISTORY OF MARINE INSURANCE

London, April 15.—"We have received no accurate news." This was the only statement forthcoming here today from officials of the White Star line in response to the inquiries of a frenzied and tearful crowd of relatives of passengers who sailed from Southampton last Wednesday on the Titanic. All day long and well into the night a long stream of anxious persons besieged the offices but they were given no satisfaction and tonight London is as much in the dark concerning the identity of the victims as it was last night. The White Star company would give out no information, but occasionally an official would step outside his office and announce: "We have no news yet."

Financial Loss Staggering. The financial loss to the White Star company will be staggering. Officials declared that when the vessel was launched it represented an outlay of \$12,000,000. In addition the tonnage carried a consignment of diamonds estimated to be worth \$5,000,000. This loss, however, is practically covered by insurance.

The loss of the Titanic is the greatest from a financial standpoint in the history of marine insurance. The vessel itself was insured for \$7,700,000. An enormous quantity of bonds also went down with the steamer but these eventually will be replaced. A tremendous sum is represented in the loss of baggage belonging to passengers, the loss from this source alone being placed at \$2,000,000.

It will not be known for several days whether the underwriters who carry the policies will be able to meet their obligations.

The Titanic carried 3500 sacks of mail representing about 10,000,000 pieces.

Protection Is Duty. Washington, April 15.—That the duty of congress is to protect American passengers from danger by the passage of stricter laws for steamships entering or clearing American ports, is the opinion expressed here today by congressman Alexander of Missouri, chairman of the committee on merchant marine, discussing the wreck of the Titanic.

"If the Titanic had aboard lifeboats sufficient to accommodate only one-third of the passengers," said Alexander, "congress undoubtedly will pass more stringent laws. These laws should prevent the entrance to or clearing from an American port of any ship

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