

### 88TH WITNESS ON STAND IN REGARD TO JUDGE DRINKING

#### Hanford on One Occasion Slept 15 Minutes, Lawyers Stopping Their Arguments Till He Wakened.

(United Press Leased Wire.) Seattle, Wash., July 11.—Resuming investigation of the impeachment charges against Judge C. H. Hanford, the congressional committee this morning called to the stand the eighty-eighth witness to testify on the charge of drunkenness, which is one of the main complaints in the impeachment indictment.

Miss Adele Parker, high school teacher, testified late yesterday that she had seen Hanford drunk on two occasions on streetcars. She said the judge was flushed, had a puffy appearance, and that his eyes were bloodshot. The conductor had to arouse the judge, she said, by asking, "Old man, what street do you get off at?"

John C. Higgins, university regent, while anxious to give Hanford the fullest endorsement, admitted that two or three times he observed the judge in a drowsy condition when he apparently failed to hear the arguments presented. H. Fairberg, saloonman, testified he saw Judge Hanford so unmistakably drunk on a street corner that his wife wondered "wouldn't you think a man like Judge Hanford would take a taxi?"

Samuel S. Langley, a lawyer; George M. Jacobson, real estate man; E. C. Merriam, timber cruiser; John F. Nieman, J. L. Zimmerman, George Delgh and W. R. Mead, policemen, all testified along the same lines.

### PORTUGAL PREPARES FOR LONG CAMPAIGN

(United Press Leased Wire.) Lisbon, July 11.—The Republican government today began extensive war preparations, evidently convinced that the royalist rising in northern Portugal means a serious campaign. Though the royalists are avoiding regular battles, they have thousands of guerrillas in the field, burning villages, picking off detached parties of Republican troops and steadily adding to their strength from among the northern pro-royalist peasantry.

The Republican leaders here say they do not consider the situation dangerous yet, but they admit that it will soon become so unless met vigorously. They are rushing reinforcements to the north. Many arrests of royalists are being made here today.

### SURVEYORS CAMP AT SUTHERLIN, OR.

#### Lines Are Being Run Westward From Townsite by Fourteen Men.

(Special to The Journal.) Sutherlin, Or., July 11.—Considerable excitement was caused here Tuesday when it became known that a party of 14 engineers had established a camp west of town. Engineer Mitchell is in charge of the surveyors but just what railroad is behind the movement is not definitely known.

Upon arrival Engineer Mitchell had a long conference with W. E. St. John, local manager of the Luse Land & Development company, during which a study of the plat of the Sutherlin townsite was made. The engineers are now running lines westward from the townsite and setting stakes, but are not following the same lines made by a party of engineers here last fall. Engineer Mitchell is reported to have made the statement that the survey would extend through Garden Valley, Coles Valley and east through Sutherlin Valley to the Cascade range.

In the upper end of the Sutherlin Valley there is several thousand acres of the finest timber in the state. Recently it was reported that some interests had taken over the timber and that a large sawmill would be built in Sutherlin in the near future. That there is some foundation for this rumor is apparent from the fact that timber cruisers were encountered in the east end of the valley last week and they made inquiry regarding the distance to the sections where the timber is located. They were strangers in this section and were amply provided with camping outfit and provisions.

### Wife Sees Oregon; Husband Settles.

(Special to The Journal.) Cottage Grove, Or., July 11.—Because his wife, who had been here six weeks, said that the beautiful Lorane valley was the most delightful place on earth, William Ediefsen of Milwaukee sold one of the largest florist businesses in that city and moved here before having seen the country. He arrived Tuesday night and is enraptured.

Mrs. Ediefsen, accompanied by Mrs. John Ediefsen of Pittsburg, Pa., arrived seven weeks ago and have been at Lorane since then. Mrs. Ediefsen's letters were so rosy and her urging so insistent that her husband could not resist. He had two stores and greenhouses, the business being established 35 years ago. He has purchased a tract and will build in the near future.

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### PACIFIC COAST AT MERCY OF FOE IN TIME OF BATTLE

#### Foreign Enemy Could Land 200,000 Men on Shores in 24 Hours, Says Admiral Reynolds; Need More Ships.

"If we had war tomorrow we would lose the Pacific coast and a foreign foe could land a force of 200,000 on our shores in 24 hours. Of course, we would regain the territory thus wrested from us at the first blow, but to do so would cost so many millions of dollars that an annual program of four battleships would seem trivial. A battleship costs money, but it is the cheapest kind of insurance. Let me urge you citizens of Portland to urge your representatives in congress to work for a larger navy. We should start building at least four battleships a year for the next ten years. Do this and there'll be no war."

In the foregoing words, and in tones that showed his earnestness and sincerity, Admiral Alfred Reynolds of the Pacific reserve fleet opened an address to prominent citizens of Portland who attended a luncheon given the admiral in the Imperial hotel yesterday afternoon by the Portland Elks' commission.

### Liberal Policy Urged.

Great interest was manifested in the speech of the admiral, as it was the first time he has attempted a public address since his arrival here Monday afternoon.

"I did not intend to get into this subject of upbuilding the navy," continued the admiral, "as I am an enthusiast on it, and when I ride by hobby I sometimes forget to stop. But, gentlemen of Portland, I want you to use your best efforts to have congress adopt a liberal policy of battleship construction. And the time to construct a battleship is not after war has been declared, but during peace."

"You can't buy a battleship in time of war from any other nation, and you can't build one in less than two years. So the only way to do is to build plenty of them while we can. The United States, as far as her seaboard is concerned, might as well be two nations. A point on the Atlantic coast is now distant from the corresponding point on the Pacific coast something like 20,000 miles, and even after the Panama canal is completed the distance will be 10,000 miles.

"The only large fortifications we have on the western coast are on the sound and at San Francisco, and the rest of the shore line is practically unprotected. A hostile army could be landed at almost any point between."

"Once an army is landed it would strike at the railroads, cutting off communication with the Atlantic. What ships we have on the Pacific would offer but small resistance to the fleets of any one of a half dozen nations. We would do our best, of course, but I firmly believe that every last one of us would go to Davy Jones' locker."

### Modern Sea Fighters.

"I am not an alarmist, but I cannot impress on the people of this coast too strongly the need of modern sea fighters. You say they are expensive, and

you are right; but don't forget that a battleship is the best insurance in the world—and the cheapest." As the admiral concluded he was greeted by a hearty cheer. When he leaves Portland he will be confident that Portlanders are enthusiastic for a larger navy, especially for the Pacific coast.

Toastmaster at the luncheon, which was given in honor of Admiral Reynolds and his staff by the Elks commission, was Exalted Ruler C. C. Bradley of Portland lodge 142. Present also were Mayor Rushlight, Chairman K. K. Kubli, David M. Dunne and Sol Blumauer of the Elks commission. The life of the party was the committee appointed by Mayor Rushlight last Saturday to take charge of the entertainment of the admiral. They couldn't be suppressed for an instant. Admiral Reynolds is not fond of formality and whenever an incautious guest or speaker betrayed too much dignity the admiral's entertainment committee would "start something." They sang improvised songs, and surprised the officers by giving a

number of old navy football yells, to which the officers, including the admiral, responded by giving a yell for Portland.

**Officers Present.**

Officers present at the luncheon besides Admiral Reynolds were Captains Jensen of the Oregon, Lieutenants J. D. Little and J. H. Klein, Dr. Cuthbertson, Ensign Melendy and Captain Swanson of the Washington naval militia. "Wild Bill" Norris was added to the personnel of the admiral's amusement providers yesterday. His official title is cheer leader. Tom N. Monks, John H. Burgard, Russell Hawkins and George H. Kelly have divided the day into four watches, and each one takes charge of headquarters during the watch assigned to him.

The admiral and his staff had another eventful day yesterday, and for the first time during their stay here, all were ready to turn in at midnight. In the evening the naval officers were entertained at the Arlington club.

Journal Want Ads bring results.

### MAYOR OF SEASIDE TELLS ABOUT CLASH

Mayor Alex Gilbert of Seaside was in Portland Monday and gave his version of the clash which occurred last Friday evening between certain members of the Seaside city council and himself, caused by the proposition of widening Bridge street of the city.

At the meeting Friday Mayor Gilbert vacated his seat, turning the meeting over to Councilman Henrich, acting chairman, and the council passed the act for widening of the street, along the lines laid down by the mayor.

Mr. Gilbert wanted the street widened so that there would be no jogs in the street at the intersection with Main, one of the principal streets of the town. Mr. Gilbert's objections are backed up by

several engineers and architects. He still maintains that his objections are not to be overruled. The matter relating to the street widening will be taken up at the next meeting of the council.

"It would look fine," said Mr. Gilbert sarcastically yesterday, in speaking of their return from the ocean to the depot to see ahead of them a saloon or other business house blocking their road.

"I own quite a little property near the intersection of Main and Bridge streets, and am willing to vacate to the city and even pay some of the owners of other corners so that the streets will be without jogs. In my estimation a street without them is the only correct method of making a good looking thoroughfare. I have letters from many engineers to whom I have written and they all speak only in favor of the street without jogs."

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