

WILSON'S FORCES PLAN TO SWEEP BAKER COUNTY

Letter Asking Support for the Democratic Candidate Is to Be Sent Out by Judge Thos. C. Burke; Rule of Justice.

Judge Thomas C. Burke, chairman of the state board of immigration, also chairman of the Baker county central Democratic committee, who has been in Portland several days attending to immigration matters, says that every resident of Baker county has been given opportunity to support the cause of Woodrow Wilson and the cause of the people. To each of the registered Democrats in Baker county Judge Burke will send tomorrow a letter asking support of the cause and enlistment in the Woodrow Wilson club of Baker. The letter reads:

"Did you read what Wilson said when he accepted the nomination for president? Listen! 'Set up the rule of justice and of right, and 'Open to the whole people the doors of opportunity.' Not in 50 years has another man like that been sounded in our government. 'Wilson was charged, you know, with 'inexperience in politics.' He was antagonized by every interest blind to the 'Rule of Justice and of right,' and all those entrenched behind the closed 'doors of opportunity.' Do you suppose 'political inexperience' was the reason? It was the only one openly urged against him. Why is it that when 'The Man of the Hour' appears, he is recognized by friend and foe alike? It was so at Baltimore.

Rule of Justice Urged.
"Fresh from victory at Chicago, the greatest combination of power, strategy and 'political experience' ever assembled buried their forces, their arms, again against 'Wilson guard' in that convention. But the Spartans at the bridge held it against the assaults of 'political experience,' which they spurned on its record of half a century of trial; held it until the noise of conflict reached the country; until from the common homes of the nation the rumble of millions mustering to the Wilson standard, was flashed to the scene of battle from towns and villages throughout the land; and, until their powerful adversaries bowed, at last, to the inevitable and acknowledged 'The Man of the Hour.'

"It doesn't sound like a 'political' does it, these calm, simple statements, like utterances in Wilson's speech of acceptance? But for the rule of justice and of right, in its application to every individual and every industry; and for 'opening to the whole people the doors of opportunity,' we can forgive, don't you think, whatever 'inexperience' is revealed in the Wilson program. 'What a relief it is to turn, and how confidently the people are turning, to the calm sincerity of this man, from the noise and bluster of 'experienced politicians' on the outside.

May Well Be Proud.
"Baker county may well be proud of having had a direct voice in the nomination of Woodrow Wilson. He is one of the world's greatest scholars and one of the master minds of this generation. Above all his heart is right and no power on earth can change it.

"Your certificate of membership in 'The Wilson Club of Baker County' will be cherished by your descendants as a badge of honor when the name of Wilson has become historic. It will entitle you to mailed copies of all literature passing through headquarters here from now until election. Memberships will be issued by number in the order of application, so get as near the first as you can. Send fee to George H. Foster, secretary, Baker, Or. Make it anywhere from \$1 to \$25, as your purse will permit. A certificate will be returned to you showing the amount. At the close of the campaign you will get a full financial statement. In the meantime you will hear from us often. Get action at once, for we are organizing to sweep Baker county as clean as possible for the greatest president since Lincoln."

BELT LINE PROBLEM WILL BE DISCUSSED

Should there be a belt line on both sides of the river connecting rail and water terminals? Should the belt line, if built, belong to the private or to the railroad corporations? What sort of an arrangement should there be between people and railroads for the use of the belt line?

These questions are to be answered by speakers at the adjourned meeting of the North Portland commercial club tomorrow evening at 8 o'clock. Other subjects for discussion will be the mining of Alaska coal and the proposed commission plan charter.

The North Portland commercial club has more than doubled its membership since it was organized less than a month ago. It has been asked by the St. Johns commercial club and other organizations of the Peninsula to permit a merger that will result in but one strong association working untidily for the good of the district.

Labor Leader Curses Lord.
(United Press Local Wire.)
London, Aug. 19.—"I curse Lord Davenport, chairman of the port of authority, and thieves, murderers and scoundrels of his class. I would shoot him on sight, because I hate him and his class."

This is the substance of a speech made at Aberavon, in Glamorganshire, Wales, by Ben Tillett, the labor leader, according to dispatches received here today.

Journal Want Advertising results.

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MISS COUNTISS SCORES NEW HIT

Popular Actress Gives Own Interpretation as "Cyprienne," in "Divorcans."

Cathrine Countiss, being unfortunate in having no one to write characteristic plays for her, has been working in Portland with the handicap appearing in productions billed as having made someone else "famous." "Divorcans," in which Miss Countiss and her company opened at the Heilig last night, happened to have been adapted for and played with marked success by Miss Grace Countess. After seeing Miss Countiss as "Cyprienne," however, last night's large audience was apparently satisfied that Miss Countiss herself can interpret the character in a highly satisfactory manner, and would have been successful in the play had Miss Countess never undertaken it at all.

"Divorcans" is probably the brightest of the comedies undertaken by Miss Countiss and her company during their present engagement. Dealing with the troublesome problem of divorce as it does in a new light, there is opportunity for interesting character acting, and the Countiss players take advantage of every opportunity.

Roy Clements, as Joseph, the head waiter, has what might be considered a small speaking part, but one that calls for cleverness in execution. Mr. Clements makes a really characteristic study of the role of the waiter, and was heartily received for his efforts.

Mr. Ayers, Des Frunelles, the leading husband in the comedy of divorce, portrayed the character with his usual faithfulness to detail in phrasing and action.

John C. Livingstone is especially clever as Ademar de Gratine, which is exactly in its demands on the versatility of the actor. Mr. Livingstone was one of the distinctive features of the performance.

With the exception of these, and the role of Joseph, the French maid, handled creditably by Miss Myrtle Langford, the parts in "Divorcans" are small speaking importance. Each one is in capable hands, however, and all work with satisfactory fervor in making a laughing success of the production.

This is the last week but one of Miss Countiss' engagement at the Heilig. Opening next Sunday night in Clyde Pitch's comedy, "Her Own Way," Miss Countiss will bid goodbye to Portland. "Divorcans" runs throughout this week, with matinees Wednesday and Saturday afternoons.

TO CONSIDER MERGER OF M. E. CHURCHES

The question of union of Taylor Street M. E. church and Grace M. E. church will be considered by the quarterly conference of Taylor Street church this evening and on the decision of this meeting depends the proposed union. The plan was adopted unanimously at the quarterly conference of Grace church last week.

Should the decision of Taylor Street church be in favor of the union, Dr. J. W. Mettschan, superintendent of the Methodist church of the Portland district, will call a joint conference at 9 o'clock this evening, following the other.

At this joint conference the organization of the new First M. E. church will be effected. While officers may be elected at this meeting it is more probable that a committee will be selected to make nominations at a later meeting.

The declaration of the union will also be made by Superintendent McDougall. Definite plans have not been made, yet regarding a structure for the joint church, but if the union is consummated a fine building with a seating capacity of not less than 2000 will be erected on the present property of Grace church at Twelfth and Taylor streets.

The office of Taylor Street church will be used until the new building is completed, and will then be turned into an interest bearing property. The purchase of the Taylor Street church at Eleventh and Salmon streets will be sold and the proceeds added to the building fund, according to present plans.

The decision of the pastor for the new church will not be made until all details regarding the union are completed. Bishop Cook will name the pastor, and in all probability his choice will be between Dr. Benjamin Young of Taylor Street church and Dr. John H. Cudlipp of Grace church.

KLAMATH GRAFT CHARGES MAY GO TO GRAND JURY

(Special to The Journal.)
Klamath Falls, Or., Aug. 19.—It is likely there will be no further developments in the graft charges preferred against Councilmen Goelzer, Goelzer and Savidge until the grand jury convenes. It is said all the evidence is now in the hands of the prosecuting attorney.

It is exceedingly difficult to get the facts. The story generally told is that the Livermore saloon was sold to James Wines and associates when the Livermore went into insolvency. J. F. Goelzer, C. R. Crisler and Herbert Savidge, three of the councilmen, are members of firms that held claims against the Livermore. Goelzer and Savidge supplied lumber for repairs and improvements on the hotel, and Crisler, of the firm of Crisler & Stitt, butchers, supplied meat for the hotel, according to the report which adds that after the saloon had changed hands the three councilmen called on Wheeler and demanded that their bills be paid or they would refuse to permit the transfer of the Livermore license. It is said the bills were satisfied and that the transfer of the license was made at the next council meeting without a hitch.

Another story is that the transfer was made at that particular time to escape payment of the claims represented by the three councilmen.

CANADIAN ROAD ENGINEERING FEAT

Grand Trunk Pacific Meets Great Obstacles West of Edmonton.

(Special to The Journal.)
Edmonton, Alta., Aug. 19.—Four thousand laborers are at work timbering, tunneling, grading and preparing for the rails on the Grand Trunk Pacific railway. Forty steam shovels, two river boats and hundreds of horses, dump cars, scrapers, cranes, track laying machines and all sorts of tackle are employed on the last leg of the ocean to ocean road. Engineers are confident that the golden spike will be driven about 12 months hence, midway between Edmonton and the coast, but the contractors, who have charge of the actual work, say the job cannot be completed earlier than the fall of 1914.

Graders are entering the most difficult part of the task, the final stretch of 210 miles, all of which is along steep alda, hills, composed of allipery mica clay. The engineers, who planned the route through the Yellowhead pass which makes other transcontinental grades appear as if they were blunders, are running a constituent that defies practically every law known to railroad science, and will keep the shovels busy for two years after all the steel is laid.

Difficult Engineering.
The nature of the ground between the rail head and Fort George presents numerous problems in engineering. The mica clay slides easily; in fact, in scores of instances it has been necessary to dig out the same places two or three times. With an mountain of this jelly like mixture needing only a light rainfall to start it shifting, the Grand Trunk Pacific has a problem in rail-roading not encountered elsewhere in the western country. Between Pon-pontas and Teju Juan Cache the mountains rise to heights of from 6000 to 10,000 feet.

Two steamers, the Constructor and the Conveyor, were built last spring by Foley, Welch & Stuart, to transport supplies down the swift running Fraser river. The boats are of green spruce timber, sawed on the spot, and, considering the material, they are remarkably good craft. However, on account of drawing too much water, the boats can be used only when the stream is at the highest point.

Heavy Equipment.
Five steam shovels and several hundred cars of equipment and material are piled up at the head of steel and there is so much other apparatus coming up every day that one wonders how the contractors can handle it. A fraction of it down the Fraser river before navigation closes. The lighter supplies will go down in scows, which are built at the head of steel and abandoned after conveying the cargo to the canyon, 100 miles below Stathand. Four experienced men with 20 foot sweeps at bow and stern, are necessary to navigate one of these scows.

Loading a steam shovel and transporting it down a swift river is a job that would give even a seasoned sailor some uneasiness. The shovel is run over a temporary track to an open scow, 40 feet in length and 20 feet in width, lowered into the bottom and heaved to the nose of the conveyor. When the craft swings into the current and heads down stream the workmen hold their breath and the owners begin to figure the probable loss. Two shovels have been taken down that way, but turned nose and allowed to drift, so far without mishap. The Fraser river, however, has already claimed 15 human lives, mostly by accidents with rude crafts, handled by inexperienced workmen. There are numerous swirling eddies in the stream, against which even the strongest swimmer has little or no chance.

Thirty-two steel bridges will be constructed between Resplendent and Fort George. After leaving Teju Juan Cache the road will cross the Fraser river four times before reaching the fort. The first of these bridges is 47 miles below the present rail head. At the canyon, 65 miles farther west, the survey crosses the river twice within a few miles, recrossing it at the canyon. There is also a bridge at Resplendent, making five spans over the Fraser river.

Journal Want Advertising results.

WIFE OF LEPER EARLY MAY SUE FOR DIVORCE

(United Press Local Wire.)
Tacoma, Aug. 19.—The wife of John Early, the leper, is starting divorce proceedings, according to information from

her friends, her plea to be based on a charge of extreme cruelty, and her chief aim being the protection of her three little boys, Manly, Paul and Loyd. Yesterday Mrs. Early underwent an operation for serious abdominal troubles. She is also still suffering from a nervous breakdown.

Early is at the quarantine station at Diamond Head.

Unusual Lightning at Bohemia.
Cottage Grove, Or., Aug. 19.—A lightning bolt struck the Bohemia Hotel, killing a man and a woman, and injuring a third.

Journal Want Advertising results.

Bohemia report that the recent lightning storm was unusually severe in the Bohemia district. Mr. Atkinson says he has not seen so much lightning in one night in Oregon. It seemed literally to fill the air and the woods were set on fire in numerous places, although the fires were quickly extinguished by the heavy downpour of rain. A peculiar freak was the ripping of a splinter 10 feet long from a large tree near the Sweepstakes property, which was cut into an inch board about as smooth as if trimmed out by a saw.

Journal Want Advertising results.

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In size, appointments, service and fireproof quality of the building the leading hotel in Portland, the Multnomah, offers to the discriminating traveler every comfort and convenience found only in the best hotels of the east. Nine stories of steel and concrete, with 725 rooms and suites palatially furnished, with rates from \$1.00 to \$5.00 per day. European plan. Motor busses meet all trains and steamers.
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CORNELIUS HOTEL
House of Welcome Portland, Or.
Our 14-passenger brown auto 'bus meets all trains. A high class, modern hotel in the heart of the theatre and shopping district. One block from any theatre. \$1 per day and up. European plan.
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Beds, 50 and 75 cents, meals 25 cents. Children under 10 years at half rates.
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In size, appointments, service and fireproof quality of the building the leading hotel in Portland, the Multnomah, offers to the discriminating traveler every comfort and convenience found only in the best hotels of the east. Nine stories of steel and concrete, with 725 rooms and suites palatially furnished, with rates from \$1.00 to \$5.00 per day. European plan. Motor busses meet all trains and steamers.
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