

WELL KNOWN DENTIST TO ENTER DEMOCRATIC RACE FOR CONGRESS

Abolition of Manufacture of
Distilled Liquor, 40 Foot
Channel to Sea, Planks.



Elio T. Hedlund, D. D. S.

The petition of Dr. Elio T. Hedlund as a candidate for the Democratic nomination for congress from the third district was filed with the secretary of state at Salem yesterday. Abolition of the manufacture and commerce in distilled liquors such as brandies and whiskies, is the principal plank in his platform.

Construction of a 40 foot channel in the Columbia river from Portland to the sea is one of the things he will strongest support, according to his statement. Among other things it says:

"Recognizing that the position of Portland as a commercial center will depend largely upon her facilities as a port, I heartily concur with the plan for a 40 foot channel to be maintained by the government. It must be impressed upon congress that Portland is the geographical gateway of the great northwest."

Universal suffrage, Dr. Hedlund declares, stands for progressiveness and protection of the home. Favor of the enactment of laws preventing alien ownership of land, except where the aliens have declared their intention to become citizens, is also expressed.

Of national child labor laws, he says:

"I am absolutely in favor of national child labor laws. I have seen conditions in the southern states that are pitiable in the extreme and its continuation not only means unequal competitive advantage between states, but the deterioration of our future generations."

"Abolition of the manufacture of distilled liquors and prohibition of manufacture or sale of the same, is strongly favored, according to the statement. The time has not come, he says, for prohibition of all alcoholic products such as beer and wine."

Dr. Hedlund is a native of Louisiana and received secondary education in New Orleans grade schools. His professional training was received in the dental college of Tulane university, from which he graduated in 1906. He has been in Portland five years.

He was married in Dallas, Tex., in 1909, to Miss Lillian Hancock, and they have a 3 year old son. Their home is at 927 Schuyler street. Dr. Hedlund was never active in politics before.

**WRECKING OF MONROE
LAID AT DOORS OF THE
NANTUCKET'S CAPTAIN**

(Continued From Page One.)

possible course to take if a collision was to be averted.

"The Nantucket was coming at full speed and it was impossible to avoid collision. The Nantucket did not diminish her speed and she struck the Monroe just forward of the pilot house between ports one and two."

"In less than one minute after the lights of the Nantucket were observed she struck the Monroe. At the time the Monroe was about 32 miles north by east of Cape Charles lightship. Immediately after the collision the Nantucket backed clear and floated off to a distance of about a quarter of a mile. The Monroe was filling fast. I ordered all hands awakened and the boats manned. The crew rushed to their stations. The first lifeboat put over, the forward starboard one, collapsed. All the other starboard lifeboats were successfully lowered. The boats on the port side were rendered useless by the list of the Monroe."

Sank in 10 Minutes.

"The damage to the Monroe was so great that in less than 10 minutes she filled and sank in some 15 fathoms of water. The Monroe sank in the exact spot where it took place."

"At no time was there any carelessness or negligence on the part of officers or crew of the Monroe. The blame for the accident rests entirely with the Nantucket."

"The Nantucket was running at a dangerously high rate of speed through a fog that was dangerous to navigation."

"The Nantucket did not heed the signals of the Monroe but kept on her course and her officers apparently made no effort to prevent the collision."

"So far as could be ascertained by appearances, the Nantucket was not maintaining the lookout called for by the weather conditions and the rules of navigation."

"Because of the Nantucket's carelessness and negligence the Monroe, with her cargo and all of the belongings of the passengers and crew were lost, causing damage of \$1,000,000."

KERN ADVISES MINERS TO WORK TOGETHER IN THE COMMON INTEREST

Resolution Bars I. W. W.
From Receiving Financial
Aid in Strikes It Calls.

(United Press Leased Wire.)

Indianapolis, Jan. 31.—Routine and addressed by Senator John W. Kern of Indiana and Dr. J. A. Holmes, director of the bureau of mines, made up today's session of the miners' convention. Questions of auditing strike accounts and issuing transfer cards remained at adjournment and went over until Monday, when the third week of the convention will open in the German house.

The convention today voted that no money may be used in aid of any strike unless it be endorsed by the American Federation of Labor or an affiliated organization. This bars the Industrial Workers of the World.

Senator Kern said he brought a message of "best will and sympathy in all your laudable efforts to improve mankind, better your own condition and secure justice in the administration of law."

"I believe that the present congress will amend the Sherman act to exempt labor unions from its operations," said Kern. Kern had great confidence, he said, in the coming congressional investigation of the Colorado and Michigan strikes. In beseeching the miners to bury their animosities and work together, Kern declared that "organized labor is passing through the most critical period of its existence, because it is exposed to trade unionism in putting forth greater efforts than ever before."

Dr. Holmes discussed means for increasing unity and lessening the number of mine accidents.

Norwegian Lockout Deferred.

Christiana, Norway, Jan. 31.—The proposed lockout of union workers in a port, the Norwegian, which was scheduled to begin on Tuesday, February 4, Thomas Hefly, state telegraph director, announced tonight. Government officials believe the great labor dispute will be settled and the lockout averted before that date arrives.

sounded his siren in acknowledgment of the Monroe's danger signal.

Fourth, the Monroe, which was equipped with automatic time whistle, had sounded a fog signal at intervals of one minute during the fog.

Life Rafts Were Stuck.

Fifth—Some of the life boats of the Monroe were stuck fast and could not be lowered in time to save the lives of passengers.

Sixth—That the Nantucket, bound south from Boston, was off her course when she encountered the northbound Monroe 24 miles south of Winter Quarter light.

Captain Robert E. Tapley, of the United States steamship inspection service, who is conducting the inquiry, refused to discuss the nature of the testimony of Captain Johnson, of the Monroe, and Captain Berry, of the Nantucket, and officers and the crew of the two ships. The information obtained as to the important facts brought out, however, is authentic.

Loss Estimated at \$1,000,000.

President Walker of the Old Dominion S. S. Company, estimates the loss occasioned by the sinking of the Monroe at \$1,000,000. The steamship is valued at \$600,000 and the cargo at \$400,000.

Captain Tapley has instructions from Washington to get at the bottom of the cause of the disaster. The investigation has not been completed and probably will not be until the middle of next week.

Miss Sallie McCombs, the actress who was rescued and is now under the care of a physician and nurse said tonight:

"No human being can adequately describe the horror we went through. There was no panic. There was little hysteria, all written on the faces of the men and women were expressions I hope never again to see."

Seaman Saves Ker.

"As I stood there by the life boat which the crew were never able to lower, I could not see one hope. I became perfectly resigned to die. It was then that this big manly fellow in overalls (Charles Sutton, a seaman of the Monroe) came to me and said he would save me. He was as calm as though a steamship disaster was a daily event in his life. No words can express my deep gratitude to him. I owe my life to that big hearted boy."

Miss McCombs hopes to be able to leave for her home in New York within a few days. She will be accompanied by Miss Hilda Thackeray, whose stage name is Haviland.

B. B. Vernon will leave for New York tomorrow evening. He closed a contract tonight to tell the story of the Monroe disaster in vaudeville.

Inquiry to Start Tuesday.

The general inquiry ordered by Secretary of Commerce Redfield will begin here on Tuesday. It will be conducted by the supervising inspector of steam vessels and other officials in Washington. All the evidence secured by the local inspectors will be made a part of this investigation, while the officers and crew of both vessels will be recalled and questioned along lines that will be developed from the stories they told today.

Most of the surviving passengers rescued after the Monroe sank began leaving town this afternoon and tonight. By tomorrow only those who are residents here and those who are inmates of the hospital will be left. It is considered certain that no one will die. The number was reduced today from 41 to 40 through the turning up of a coal passer who was believed lost.

Diver to Search Wreck.

The big wrecking tug Merritt spent most of today sweeping the sea in the vicinity of the tragedy seeking bodies of the lost. The search so far has proved fruitless. Some of the bodies are known to be inside of the steel hull of the Monroe. They will probably never be recovered. Others have been carried away by tides but the officials of the line hope that some of those who are missing are still kept on the surface of the ocean by the life preservers attached and that they may yet be brought to port.

A high southwest wind swept over the scene of the disaster today and it is feared that it may have carried the bodies of the dead far to sea. The captain of the Merritt expressed his belief that the mast of the sunken Monroe which was visible above the water today, has been broken off by the winds. It has been arranged for divers to go to the scene of the wreck tomorrow or Sunday and enter the cabin of the sunken vessel.

A submarine diving tube will be used, as it is thought the divers can

work better in them than in regular diving suits.

The week of the Monroe is declared by local steamship men to be a menace to navigation and it will be blown up after the hull has been searched, probably early next week.

**MONROE'S LIFE RAFTS
WERE CONDEMNED BY
THE U. S. INSPECTORS**

(United Press Leased Wire.)

Washington, Jan. 31.—Life rafts on the sunken steamer Monroe were condemned and ordered out of commission December 31, last, according to information obtained by the United Press tonight at the house marine committee. Captain James Leyland, of Rutherford, N. J., superintendent of the Old Dominion Steamship company, owners of the Monroe, testified to that effect last month before the committee.

A transcript of Captain Leyland's testimony on the Monroe's life saving equipment was made available tonight.

These life rafts are what they call the "Curley" lifts. They have been condemned on coastwise and ocean steamers after December 31, 1912. Under that there has been an extension of 90 days given us until delegates from Europe (of the International Maritime Safety congress) make their reports."

Could Accommodate 328.

Captain Leyland testified that the Monroe carried eight lifeboats and six life rafts, sufficient to accommodate 328 persons.

"We put the Curley rafts on the Monroe when she was first built, about 12 years ago," Leyland testified. "The Curley raft is composed of a copper cylinder. It does not deteriorate one-half so rapidly as other metallic cylinders. It is protected by canvas but there is only a net bottom and this net is in the water. A person who gets into the raft would be in the water all the time."

Leyland appeared before the committee to protest against a provision of the La Follette seaman bill which would compel steamship owners to equip their boats with life saving apparatus for every soul aboard.

Agitation for a congressional investigation of the Monroe disaster was begun today. Representative Monahan, of Minnesota, a member of the house merchant marine committee, said such an inquiry might be advisable. He said he would bring up the matter at the next committee meeting.

Chairman Alexander, of the merchant marine committee tonight said he was opposed to a congressional inquiry. He promised, however, that as a result of the Monroe tragedy, he would ask speedy action upon the La Follette bill, probably within a week or ten days.

"The captain of the Nantucket has been criticised for backing his boat away from the Monroe after striking her," said Alexander. "I am not convinced that such criticism is warranted as the Nantucket's crew may have been crushing passengers in their berths. I am unable to understand, however, why the fog signals were not heard."

SCENE WILL DEPICT FIGHT WITH HEAD-HUNTERS



Standing, left to right—L. E. Beach, Joseph Ehlainen, J. W. Snyder, J. L. Blaker, Otto Manke, G. W. Allen, C. C. Wells, Roy W. Keel, C. R. Smith. Front row—Walter Bell, Zeb Martin, Jack Auterson.

The Spanish-American War veterans who will produce "The Serpent" at the Orpheum theatre, February 10, 11 and 12 for the benefit of a fund for the relief of dependent veterans, their widows and children, will produce one exceedingly thrilling scene in the play that will depict the experiences of soldiers with the head hunting cannibals of the Philippine Islands. The scene will faithfully show the methods of torture of the unfortunates who fall into the hands of these men.

An unusual amount of interest in the play has developed since the recent Caraboa affair which has been criticized by President Wilson. The seat sale for the three nights' entertainment may be had February 4 at the theatre and at Huntley's drug store, Fourth and Washington streets.

**CAPTAIN STREAM HAD
MANY NARROW ESCAPES**

Ocean Finally Wins Against
Struggles of Sea-Faring
Man.

(Special to The Journal.)

Aberdeen, Wash., Jan. 31.—Captain Stream, who was washed overboard from the schooner Edward R. West and drowned, January 2, off the California coast has made his home here for some years. His father, Captain A. T. Stream, now on a ranch in Oregon, lived here a long time. The son, who was 32 years old, figured in several sea incidents that were near-tragedies. While making his wedding trip on the steamer Walla Walla years ago, the steamer was lost. Captain Stream saved himself and bride, but lost all their baggage, including wedding gifts.

Captain Stream was on the schooner William Caligula when she went ashore on North Beach. His wife was taken off in a row by a passing schooner. She was carried to San Francisco and was ignorant of her husband's fate for three weeks.

With Captain Stream, Mrs. Stream and the crew of the schooner Oliver Olson were cast ashore on the California coast when the schooner Oliver Olson was lost.

Captain Stream has not accompanied the Curley raft is composed of a copper cylinder. It does not deteriorate one-half so rapidly as other metallic cylinders. It is protected by canvas but there is only a net bottom and this net is in the water. A person who gets into the raft would be in the water all the time."

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**PLAN OF SEVERING
S. P. AND CENTRAL
DISPLEASING HERE**

(Continued From Page One.)

Oregon is concerned, would mean that the Southern Pacific would end at Ashland. The San Francisco Chamber of Commerce has passed vigorous resolutions which have been forwarded to President Wilson and Attorney General McReynolds protesting against the threatened suit. It has been pointed out that Portland would be injured far more than San Francisco if the lines were cut sunder because of the probable diversion of traffic through other gateways.

While a separation of the lines would be followed by traffic arrangements with the connecting system, it is pointed out that this would entail a vast amount of ratemaking, leading to endless negotiations and difficulties, and probably with higher rates based on the increased cost of maintaining separate organizations where now there is but one. This takes no account of the broader questions of traffic movement, which entails long hauls and problems of competition.

The Southern Pacific line would extend from Portland to Ashland and then would come a long gap to Tahama, when the Southern Pacific again would be reached. The intervening line would be Central Pacific.

The proposal to bring proceedings in the United States courts to separate the two lines followed the dissolution of the Union Pacific-Southern Pacific merger, when the California railway commission insisted that the Central Pacific be left as a part of the Southern Pacific rather than the Union.

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WITNESS SAYS HE WAS VIRTUALLY THREATENED

Federal Agents Accused of
Directing Evidence in
Coal Patents Case.

(United Press Leased Wire.)

Seattle, Wash., Jan. 31.—Udop Hesse of Seattle, civil engineer and witness for the government in the prosecution of coal land claimants charged with fraud, today in the federal court swore under oath that he had been virtually threatened by government agents with criminal prosecution unless he testified as they desired. The threats were conveyed, he said, by reference to alleged criminal acts Hesse was supposed to have committed against the government.

Hesse further asserted that Andrew L. Christensen, chief of the field division, interior department, had intimidated him in the course of one conversation concerning his future testimony that Hesse "would make a good special agent." Delicate inquiries concerning his financial welfare were also made, he alleges.

In addition to that he charged specifically that Prosecutor B. D. Townsend had repeated to him testimony that an earlier witness had already suffered, although by order of Judge Jeremiah Neterer, all witnesses were excluded from the courtroom, and cautioned against obtaining knowledge of other witnesses until they themselves were called in.

The testimony came during the progress of the trial of Charles F. Munday, Seattle attorney, and Archie W. Shields, former Alaskan prospector, who have been charged with attempting to get patents to 8000 acres of coal lands near Controller Bay, Alaska, without conforming to law.

**NOTRE DAME TABLET
IN DIMICK'S HONOR**

Oregon City, Or., Jan. 31.—Ralph C. Dimick, in whose memory a bronze tablet has been unveiled by the student body of Notre Dame university, Indiana, was a former Oregon City man. He was a brother of Judge Grant B. Dimick and a cousin of Senator Walter A. Dill. He was a member of Oregon City Lodge No. 1155, B. P. O. E. Dimick died in Portland in September, 1911, following an injury received in a football game.

Money Saving Planos

Emphasize the wisdom of buying at Graves Music Co. Removal. See adv. page 10, section 3.

The latest plan for draining Holland's Zuyder Zee contemplates construction of an embankment 183 miles long and work that will take 33 years to complete.

GIRL 17 SAYS SHE WAS TOO YOUNG TO KNOW IT EVIL TO KILL MOTHER

Claims She's "Not So Bad"
and "Pretty Young" So Illinois
Board Is Sorry.

(United Press Leased Wire.)

Geneva, Ill., Jan. 31.—Julia Flake, the 17-year-old school girl who confessed she planned the murder of her mother, clapped her hands and laughed tonight when she learned that she is to be allowed to mingle with other girls at the state industrial school here.

The state board of administration ruled this afternoon that Julia is not too wicked to associate with other girls at the reformatory here, overruling Mrs. Carrie O'Connor, superintendent. Mrs. O'Connor protested against bringing her here and kept her away from the other girls.

They might make a heroine of her, she said, because of Julia's picture being printed in the newspapers and become contaminated themselves.

"I am not really so bad," said Julia, a little reproachfully, tonight. "I'm pretty young and I didn't know what I was doing. My stepfather blinded me. I thought he was the dearest man and gave him all my love and when he tempted me, I couldn't help it."

"But I know now he is a human devil. When they try him I'll go on the stand and tell just how he planned it, and how he shot mamma while she was reading a paper and how he wanted to marry me. I don't know what they will do with me, but I'm going to be good—the kind of a girl I should have been."

Robert Higgins, the stepfather, accused by the girl of betraying her and then leading her into the plot to kill her mother, will be arraigned next week at Alton, Ill. His defense, it is said, will be insanity.

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SIX Touring Car	\$1375
SIX Sedan	\$1500
SIX Roadster	\$1625
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"25" Sedan	\$2000
"35" Coupe	\$2150
Six-Passenger SIX	\$2350

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