# LEWIS AND HIS PARTY MAKE NEW RECORD ON THE SNAKE RIVER

"Prospector" Reaches Granite Creek Rapids, Highest Point by Power Boat.

## DANGER MARK REACHED

**Big Rocks Confine the Entire Stream in a Narrow and Swift Channel.**

(Special to The Journal.)

Lewiston, Idaho, May 23.—Fighting her way up the boiling foaming waters of the Snake river, the plucky little boat Prospector, carrying State Engineer Lewis of Oregon and other officials and citizens of Oregon and Idaho, reached Granite Creek rapids, approximately 120 miles south and 800 feet vertically above Lewiston, Idaho. The trip was made for the purpose of studying navigation and power possibilities.

This is the highest point ever reached by any power boat ascending Snake river.

It is 14 miles above Rush creek rapids, where a sheer drop of six feet occurs at low water. All passengers were put ashore at the foot of these rapids and the boat lined over with the assistance of a 600 foot rope attached to a rock above the rapids.

At Granite Creek rapids a drop of nine feet in a distance of 100 feet was encountered, with large and dangerous rocks on both banks, which confined the entire stream in a narrow channel, too swift to ascend unaided. After studying the situation for several hours Captain MacFarlane decided it was unsafe to attempt lining over without stronger equipment.

If this obstruction could have been overcome it is believed that the trip to upper Snake river valley could have been accomplished as planned.

With a six foot higher stage it is said that this rapid will drown out sufficient to permit ascending without great danger.

**"Movie" Man Along.**

Captain S. V. Winslow of the United States steamer Umatilla with his moving picture camera accompanied the Prospector in the Tillicum, a high power motor boat 40 feet long. Although of a greater speed than the Prospector it could not safely cross Rush Creek rapids because of rough water. At the foot of the rapids, where camp for the evening was made, four sturgeon were caught, the largest measuring eight feet from tip to tip and weighing 225 pounds. In running the rapids on the return, the Prospector rolled and pitched as if on the ocean, and many of the passengers were drenched by the water and spray which came aboard in considerable quantities.

The Tillicum was thrown by a sudden boil in the water onto a submerged rock in descending Somers Creek rapids. The crash was heard above the roar of the water by those on board the Prospector, which had just tied up for dinner below the rapids.

When Captain Winslow was seen to buckle on his life preserver, it was apparent that something was wrong, and all hands prepared for the rescue.

**Winslow Is Hurt.**

Notwithstanding the rapidly rising water, Captain Winslow succeeded in starting his engine and with the fly wheel throwing a great circle of spray he rushed at full speed to the side of the Prospector, where in the excitement of making fast the sinking boat, he was struck in the mouth with a pike pole, knocking out several teeth.

On beaching the boat, a bent propeller shaft was found, in addition to three broken ribs and an opening of several square inches in the hull. Temporary repairs were made and the return to Lewiston completed without further mishap.

# CHAMBERLAIN FIGHTS REPEAL OF TOLLS BILL

(Continued From Page One.)

For I feel that if congress yields, now, and repeals a portion of the act referred to at the demand of any person or any power, or because of the opinion that all the powers may have of this government, we undermine the very foundations upon which our republic rests. It is with me, as it is with the president, a matter of conviction and conscience. So feeling, and so believing, I shall discharge my duty as God has given me light to see it."

**Chamberlain Highly Complimented.**

The senator spoke especially upon the legal questions involved in the interpretation of the treaties and of the rights claimed by Great Britain on the Mosquito coast which were advanced as the basis of concessions made in the treaty of 1850, and which he said were wholly illegal.

Following so closely on Senator Root's speech of yesterday, Chamberlain's speech was taken as an answer to the New York senator and was listened to attentively. Senators who listened to his speech declared that Chamberlain had made a masterly argument in support of the right of the United States to exempt its own shipping from canal tolls and he received many warm tributes from other members.

**Historical and Legal Analysis.**

Senator Chamberlain stated the issue thus:

"Advocates of the bill which proposes to repeal the tolls-exemption clause of the Panama canal act of 1912 base their contention upon one or the other or both of the following propositions: First, that the act in question is violative of the stipulations contained in the Hay-Pauncefote treaty; second, that the exemption of American coastwise vessels from the payment of tolls is unwise as an economic policy. I shall discuss these propositions in an endeavor to show that each of them is without merit and unsound."

He then entered upon an exhaustive historical and legal analysis of the Clayton-Bulwer and Hay-Paungefote treaties, closing with the following summary:

"I think I have shown, both by the highest British authority as well as by contemporaneous history, and particularly by the statements of the secretary of state who negotiated the Clayton-Bulwer treaty on the part of the United States: First, that Great Britain had no valid title to any possessions along the coast of Nicaragua, either at the Atlantic or Pacific terminus of the then proposed canal; second, that all her claims were fraudulent or were acquired by force, or through the violation of the treaties with Spain, or in contempt of the settled policy of the United States with reference to colonization on the American continent; third, that from the date of its execution to that of the execution of the last Hay-Pauncefote treaty, there was never a day when Great Brittain was not flagrantly violating the terms of the Clayton-Bulwer treaty, against the earnest and indignant protests of every party and of every administration; fourth, that the treaty, even if it ever had any force or validity, had been practically abandoned by both the signatory powers; and, fifth, that the Clayton-Bulwer treaty having been without consideration, the Hay-Pauncefote treaty could not have any greater binding force or validity than that upon which it was founded. I think we should cease prating about violations of national integrity and honor, particularly in view of the fact that a former congress of the United States after long weeks of discussion placed its own construction upon the Hay-Pauncefote treaty and decided that an act which gave to American vessels engaged in coastwise traffic the right of passage through the canal without the payment of tolls did not violate, either in letter or in spirit, the terms of this treaty. The same conclusion was reached by President Taft; Mr. Knox, secretary of state; Mr. Wickersham, attorney general—all distinguished lawyers, who had given the subject the greatest consideration—not to mention Mr. Olney, secretary of state under President Cleveland; Mr. Bonaparte, attorney general under President Roosevelt, and many other distinguished lawyers of the country."

**Changed When Panama Established.**

The change of status effected by the establishment of the republic of Panama was presented by Senator Chamberlain, who on this topic said, in part:

"There is another reason which might be urged in favor of the Panama Canal act of 1912. At the time the Hay-Pauncefote treaty was executed, as I have stated, the relations of the signatory powers with respect to the territory through which the Panama Canal has been constructed was practically the same as it was when the Clayton-Bulwer treaty was executed. It had reference therefore to the construction of a canal through foreign territory. At the time the construction of the canal was entered upon, however, the relation of the parties had entirely changed, for before the construction of the canal commenced the independence of Panama had been recognized as a separate and independent Republic, and on the 25th day of May, 1904, the United States entered into a treaty with this Republic, under the terms of which there was granted to the United States a strip of territory 10 miles wide and other valuable rights to be used in connection with the construction of the canal; and not only did the title pass, but sovereignty was granted, for certain purposes, over the cities at the terminal thereof; so that the relations of the parties as well as the laws of the proposed canal had entirely changed. Instead of canal construction through foreign territory the work was to be done on American soil. It was to be done over territory that was absolutely the property of the United States and under its sovereignty and jurisdiction. It is a well-settled principle of international law that where there has been a change in the relation of the parties to a treaty is to that extent abrogated and annulled. The maxim "Conventio omnis intelligitur rebus stantibus" is held to apply to all cases in which the reason for a treaty has failed, or there has been such a change of circumstances as to make its performance impracticable except at an unreasonable sacrifice."

**Suez Neutralization a Farce.**

Refuting the assertion that the existing exemption act is in violation of the neutralization clause of the Hay Pauncefote treaty, Senator Chamberlain first quoted to show that the treaty names the Suez canal as the model upon which the American canal's neutralization was to be based, and proceeded:

"Permit me to observe, in answer to this contention, first, that there has been no neutralization of the Suez canal under the convention of Constantinople signed October 28, 1888; and, second, we violate no principle of international law or any treaty obligation in exempting our coastwise ships from the payment of tolls, and we might go even further and exempt our own vessels engaged in foreign commerce without doing violence to the terms of the treaty and without subjecting our country to the charge of disregarding the national honor."

Senator Chamberlain then quoted at length from British sources, and said:

"I am undertaking to prove by British authority that there has never been any neutralization of the Suez canal. Great Britain controls Egypt, and through Egypt controls that canal and does with it as she pleases, using it for warlike purposes on occasion and hampering the commerce of other nations when she sees fit; and yet we find the advocates of the cause of Great Britain in the senate of the United States insisting that if we do not accord to the vessels of commerce and of war of all nations the same rights which we exercise ourselves with reference to our coastwise commerce we are violating the provisions of the Hay-Pauncefote treaty, which provides for neutralization along the lines of the convention of Constantinople."

**The "Shipping Monopoly."**

As to an alleged shipping monopoly that would solely benefit from exemption, Senator Chamberlain said:

"Admitting that there exists today a shipping monopoly or trust, and insisting that it is owned and controlled by the transcontinental and other railroads of the country, what is to become of it as soon as the Panama canal is opened under the act which it is now sought to repeal? And what is to become of any attempted organization of a monopoly or trust on the part of shipowners under the terms of this very act? The answer to those who make this insistence about a shipping trust is contained in the act of 1912 itself, which is the greatest piece of anti-trust legislation that has ever been enacted by congress.

"It may be said, however, that the destruction of the existing monopoly opens the way for the establishment of another. It assumes that those who may now be considered as independent ship owners will simply take the place that has heretofore been occupied by the steamship lines owned and operated by the transcontinental lines.

"The act in question completely answers this contention as well as the first, for it specifically provides that no vessel which is permitted to engage in the coastwise or foreign trade of the United States shall be permitted to use the canal if it is owned, chartered, operated or controlled by any person or company doing business in violation of the Sherman anti-trust act and other statutes which have for their purpose the destruction of monopoly. The interstate commerce commission is given jurisdiction over these vessels, as well as over railroad owned ships."

The charge that the existing act is actually a ship subsidy act was answered at length, the senator citing a multitude of acts of similar intent, none of which had been called subsidy acts. He said:

"It has been the policy of the government, no matter what political party happened to be in control, for more than a hundred years to exempt from tolls all vessels engaged in domestic commerce. There has been expended in the improvement of our rivers, harbors and lakes, and in the canalization of such rivers and streams as would not be susceptible of navigation without such canalization, $709,019,693.65 from the establishment of the government to the close of the fiscal year ended June 30, 1913. This is exclusive of the Panama canal. The total sum expended is nearly twice as much as has been expended for the Panama canal. It has been the settled policy of the national as well as state governments at all times to abolish tolls and do away with the toll keeper wherever it has been possible to do so."

**Transcontinental Railway Influence.**

The senator pointed to the hand of the transcontinental railways in the following and similar passages:

"There is no question that a careful study of the methods adopted by the great transcontinental railways in this country will convince any one that they not only opposed the construction of the Panama canal for a quarter of a century and delayed its completion, but that they have been cultivating the sentiment which finds expression in appeals to national honor and in protest against the exemption of coastwise vessels from the payment of tolls. They are the interested parties who are now insisting upon a repeal of the act of 1912. Not only are the American transcontinental railways interested in this movement, but the Canadian Pacific as well, and they are acting together in insisting upon repeal."

Concluding his appeal to senators, Mr. Chamberlain said: "If the exemption clause is repealed it is but an entering wedge, for the same insidious influences that have been cultivating a sentiment for repeal will soon be as industriously at work cultivating an even stronger sentiment in favor of opening the canal to railroad owned ships. That is the second and most important step to the transcontinental railways."

# PAT CALHOUN TOOK MILLION OF U. R. COIN

(Continued From Page One.)

Farms project, a colonizing scheme promoted by Calhoun.

The commission's statement concludes with the following comment:

"Unless some plan is put into effect which will thoroughly safeguard the revenue of this company, so that it will be used for the proper purposes of paying off obligations and producing efficient service, the history of this company indicates that it will proceed with no proper regard for its obligations to the public until disaster overtakes its finances, and meantime suffering will be caused the public through its failure to carry out its functions.

"We say this realizing that the present president of the company, Mr. Lilienthal, has given evidence of an intention, so far as he is empowered, to conserve the finances of this company, but attention must be called to the fact that Lilienthal's tenure of office and his policy are absolutely in the hands of the same stockholders who ratified this peculiar act of Mr. Calhoun in taking this $1,000,000; and it is also a fact that some of the officers who participated with Calhoun are still the officers of this corporation."

President Lilienthal this afternoon took the stand that the expose of the looting of the United Railroads has seriously interfered with plans which he had under way "to reduce the corporation's capital stock, squeeze the water out of it, increase the cash resources for improvements and increase the resources for the discharge of the company's obligation."

When asked if criminal proceedings were contemplated Lilienthal answered: "I believe not."

Asked why he rated Calhoun's note for $1,096,000 as being worth only $1 on the corporation's books, Lilienthal replied: "Because I wanted to be fair with the railroad commission and with the public. I did not want to overrate the resources of the company. I instructed that the note be carried on the books as an asset of $1 because I knew it could be raised if it proved worth anything. Whether it ever will be worth more depends entirely upon Calhoun's financial responsibilities and the worth of the collateral securing the note."

**Calls Dabbling "Unwise."**

While Lilienthal would not criticise Calhoun's act of dabbling in real estate with money the railroad commission says was obtained from the United Railroads, he did admit that he considered it unwise, and had refused to accept the Solano deal as company business and requested Calhourn to carry it personally and give his note for the money due the corporation.

"This Calhoun did," added Lilienthal, "and I had to accept the best security I could get under the circumstances."

**Calhoun Denies Charges.**

Cleveland, Ohio, May 23.—"The statement issued in San Francisco today by the California railroad commission that I appropriated funds of the United Railroads of San Francisco is absolutely untrue," said Patrick Calhoun, former president of that corporation, here this afternoon.

Calhoun declined to go into details until he received a full copy of the commission's report. He announced his intention of going west within three weeks and appearing before the commission.

Calhoun was busy here today disposing of his real estate holdings.

# CACKA CASE GOES TO JURY

The fate of Frank Cacka of Klamath county, who has been on trial for the attempted sale of worthless notes to banks in Spokane, rests in the hands of a jury in the federal court. Arguments were completed at noon and the jury retired. The government alleges that Cacka, under the name of Mrs. T. Hunthone wrote out a number of large notes ranging from $1500 to $7000, which he attempted to sell by mail to various financial institutions at Spokane.

## Want Ads Must Be in by 8 o'Clock P. M.

If you wish your "Want Ad" to appear in the proper classification in The Sunday Journal, it must be in by 8 p. m., Saturday evening. All "Want Ads" received between 8 and 9 o'clock will be run under the heading of "Too Late for Classification." (Adv.)

**Killed by Logging Train.**

Hoquiam, Wash., May 23.—Joseph Howard, a well-known citizen, a Mason and an Odd Fellow, was ground to death under the wheels of a logging train near Oakville yesterday.

# BRIEF NEWS OF NORTHWEST

**Will Come to Festival.**

Dallas, Or., May 23.—Captain Staffrin and 50 members of company L, O. N. G., will attend the Rose Carnival at Portland June 12, and participate in the parade. Dallas City band will be in attendance one day during the carnival.

The first open air concert of the season will be given by the Dallas City band on the courthouse lawn this evening.

Carl Gerlinger and family and Mrs. Fred Gerlinger and children left this week for a visit of three months in Germany, the old home of the Gerlingers.

Memorial day will be appropriately observed in Dallas under the auspices of the newly organized U. S. Grant post, G. A. R. The exercises will be held in the armory and Attorney Walter L. Tooze Jr., will be the orator of the day.

F. E. Davis, manager of Davis & Horn, furniture dealers, is critically ill at his home in this city with pneumonia.

A tennis court has been prepared on the lot adjoining the Christian church.

Miss Winnifred Wing, who has been stenographer for the Oregon Power company here, has been transferred to the company's offices at Eugene. Her place here has been taken by R. S. Snyder, who was sent from Albany.

Civil service examinations were held at the courthouse in this city today for the postmasterships of Perrydale and Buena Vista, Polk county. There were 18 applicants.

Frank Hobson, of Portland, and Miss Olive Frances Howe, of this city, were united in marriage Wednesday afternoon at 4 o'clock, Dr. James Moore, of Salem officiating. They will reside in Portland.

The new hall of Jennings Lodge, No. 9, A. F. & A. M., was appropriately dedicated here last evening. The ceremonies were in charge of Past Grand Master George H. Burnett, of Salem.

The hall is located on the third floor of the Crider block.

**Known in Centralia.**

Centralia, Wash., May 23.—Mrs. Minnie Leitch, who was killed in Aberdeen Thursday while learning to run an auto, was the widow of a member of the firm of Birge & Leitch, which operated a sawmill in Centralia years ago.

Mayor H. W. Thompson yesterday issued a proclamation declaring a half holiday on Memorial day.

The commencement exercises of the 1914 class of the Centralia High school will be held the night of May 29. The class has 33 members, the largest ever graduated from a local high school.

At a meeting of the Centralia school board held Thursday night, H. E. Rogers was appointed principal of the Edison school to succeed R. E. Bennett, who resigned to accept the superintendentcy of the schools at Vader. Mr. Rogers' place as eighth grade instructor will be taken by W. Armour Murdock, who graduates from Whitworth this year.

**Wind Snaps Pole.**

Roseburg, Or., May 23.—With a temperature which reached a maximum of 92 degrees, Roseburg Thursday experienced the warmest May day since 1897, when the thermometer registered 92. On May 29, 1887, the temperature reached 102 degrees.

The force of Thursday's wind against a flag flying from a 100-foot pole in the court house yard snapped the pole in two near the base and sent the pole splintering to the ground. The falling pole missed a child standing nearby.

**Old Safe Saved.**

McMinnville, Or., May 23.—The Yamhill County Pioneer association will gather at McMinnville on June 3 for its annual meeting. The program will be given in the city auditorium, and the pathfinders and early settlers will be entertained by the Commercial club and the women of the Civic Improvement club.

Rev. E. V. Stivers, pastor of the Christian church, has been called by the church membership for another year and at an increase of salary. During Mr. Stivers' three years' pastorate here more than 200 members have been added to the church.

A relic of the pioneer era has been brought to the lobby of the McMinnville National bank in the form of an old safe which is the property of Daniel Johnson and Joel Perkins, pioneers of 1844 and residents of Lafayette. It is believed that the safe was on a ship that came up the Columbia river in 1848 or 1849, and was first used by Mr. Perkins at an early pioneer hostelry he ran at Lafayette until he left there for the gold fields in California in 1849.

County Coroner Tilbury was at Newberg Thursday to inquire into the details of the death of Isidor Pontallier, who was found dead on Wednesday near a spring on his ranch, three miles north of Newberg. No inquest was deemed necessary by Coroner Tilbury after he and some witnesses had gone into the case. Pontallier probably died of heart trouble. Pontallier had no known relatives.

**No Flowers, No Presents.**

Chehalis, Wash., May 23.—Last night the annual graduating exercises of the Chehalis high school were held in the auditorium. There were no flowers or presents at the commencement exercises. All such attestations of friendship and good wishes were sent direct to the homes of the graduates.

Mamie Frietz, state training school girl who injured her back early Sunday morning while attempting to escape, is said to have hurt her spine so badly that she will be a cripple for life.

I. W. Taylor, whose home is in the Cowlitz valley southeast of Toledo, and John Reidl, of Drews' Prairie, are in the field to succeed Thomas H. Gray, for commissioner from the third district of Lewis county. Both are Republicans.

**Special Train to Rescue.**

Hood River, Or., May 23.—Graduating exercises of the Hood River high school were held last night at Heilbronner hall, when 32 students received diplomas. The address to the class was delivered by Professor Penrose of Whitman college, Walla Walla.

W. A. Copeland, hook tender in one of the logging camps of the Oregon Lumber company, was seriously injured Thursday evening when the top of a dead tree broke off and fell upon him, pinning him to the ground. A special train was hurried to the scene of the accident by the Mt. Hood railroad and the injured man was brought to the city hospital.

**Handed Her a Package.**

Centralia, Wash., May 23.—Thursday morning Mrs. J. H. Stout, a resident of this city, was awakened by two men who handed her a basket when she answered the bell. Investigation revealed the fact that the basket contained a day old baby. The men have disappeared, and the only clue on which the police have to work is a Tacoma newspaper in which the infant was wrapped. Mrs. Stout, who is well known in charity work, will probably adopt the child.

# Columbia County Sheriff Resigns

**Governor West at St. Helens Receives Document and Marks It "Accepted"—Shortage Will Be Investigated.**

St. Helens, Or., May 23.—Governor West, while in St. Helens yesterday, demanded the resignation of Sheriff A. E. Thompson of Columbia county, and Mr. Thompson immediately delivered one to the governor, who signed it "Accepted." The matter will be taken up by the county court and a successor appointed. Deputy Sheriff Lake is an applicant for the position, as are several others. The grand jury is investigating the shortage in the sheriff's office, and will make a report after having the books experted.

The bonding company has paid to the county and the state all the money due from Thompson.

**Money Is Received.**

Salem, Or., May 23.—The state treasurer is in receipt of $2350 from the surety company, which furnished the bond for A. E. Thompson, sheriff of Columbia county. This is the amount of Thompson's shortage in connection with his handling of the funds derived from the sale of the Antone Doering estate, which was escheated to the state. The money goes to the common school fund.

# Boy Policeman Is Cause of Near-Riot

**Youth Notifies Grocer Intention to Charge Him with Selling Tobacco to Minor and Trouble Starts.**

who is a member of the juvenile police, informed Jake Tony, a grocer and cigar stand proprietor at 473 Northrup street, that he would have to report him for selling tobacco to minors, this afternoon, a small sized riot immediately occurred.

Akin, according to his story, suspected that Tony was selling tobacco to young boys, and sent Howard Coffman, a 14-year-old boy of 200 McMillan street to buy. Accordin to Coffman, Tony sold him a 5 cent package. Then Akin, who lives at 335 Ross street, went into the store and told Tony that he was going to inform the police.

Tony, according to Patrolman R. Phillips, who dropped in about the time hostilities were at their height, seized the young guardian of the peace, and attempted to drag him into a back room, cuffing him all the while. Phillips brought all three in to police headquarters, and this afternoon Deputy District Attorney Deich filed charges against Tony of selling tobacco to minors.

# Threw Rock at Passenger Train

**Man Who Says He Is an I. W. W., Caught by Conductor Near The Dalles and Turned Over to Sheriff.**

The Dalles, Or., May 23.—Henry Curl, a conductor on the Great Southern railroad, after a chase of half a mile, caught George Wallace, who says he is an I. W. W., brought him to this city and turned him over to Sheriff Levi Chrisman. Wallace hurled a rock through a window of one of the train cars.

Wallace boarded the tender when the train stopped at Fairbanks, but was put off by the crew. Waiting until the train started, Wallace threw the rock through the window. Conductor Curl stopped the train and got off. Wallace held another rock and dared Curl to come near him. The latter, however, was not bluffed and caught the man.

Wallace will be taken before the grand jury.

# Ashland Will Vote On Bond Issue

Ashland, Or., May 23.—Last evening the campaign for the voting of $175,000 municipal bonds to pipe in water from the mineral springs and to improve the city park with fountains, etc., was formally opened, when the council voted to call the election on the initiative petition for June 9. Though the opposition is bitter there is every prospect that the proposition will pass. It is approved by the Southern Pacific officials who pledge their cooperation to make Ashland one of the leading springs resorts of the west.

## WIFE SUES OLD FIGHTER

Chicago, May 23.—Mrs. Julia May Gifford Fitzsimmons, wife of Bob Fitzsimmons, former pugilist, filed suit for divorce here today in the superior court, basing her application on charges of cruelty. Among other things Mrs. Fitzsimmons charged that "Ruby Roberts" beat her, pulled her hair and showed unreasonable jealousy. The couple were married in San Francisco July 25, 1903.

**Medill for Postmaster.**

North Yakima, Wash., May 23.—J. D. Medill of this city has received the recommendation of National Committeeman John Pattison of Spokane for postmaster here, and Mrs. G. B. Whitney is recommended for the office at Wapato. Medill has resided here 22 years, and was the publisher of the only Democratic organ for 13 years.

Postmaster W. L. Lemon, whom he expects to succeed, has held the office 12 years.


JOIN THE CROWDS
Of Interested Spectators

Go and see the Evinrude motor in operation on a boat at Morrison-street bridge, 11:30 to 1:30 every day. One hundred engines on display at 182 Morrison street.

BAGS
BURLAP--TWINE
Manufacturers, Importers and Wholesalers.
WINKLEMAN BAG CO.
Oldest and Largest Second Hand Bag Dealers in Northwest.
Main 4161 175 Front St.

Spanish CASTILIAN Grille
SPANISH AND AMERICAN COOKING
Best Wines, Liquors and Beers Served
411½ and 413 Morrison, near 11th St.


# DR. SMITH SPEAKS IN FAVOR OF VETO POWER FOR THE GOVERNOR

One of Best Protections the People Have Against Extravagant Legislation.

## AT CIVIC LEAGUE LUNCH

**Review of the Veto History of Oregon's Governors Given Since 1878.**

Declaring that the governor's veto is one of the greatest protections the people have against unwise and extravagant expenditure of public funds, Dr. C. J. Smith, Democratic nominee for governor, told the Oregon Civic league at luncheon today that the right should not be abridged but rather extended.

Dr. Smith was introduced by Judge John H. Stevenson as the first of the series of speakers recruited from among candidates for public office. Next Saturday's luncheon will be addressed by Dr. James Withycomb, Republican candidate for governor.

After reviewing the veto history of Oregon's governors since 1878, Dr. Smith declared that millions had already been saved to the taxpayers by the governor's right to disapprove legislation, particularly appropriations. He urged that the league give careful study to the proposed constitutional amendment to be voted upon in November allowing the governor the right to pass upon appropriation bills item by item rather than to approve or disapprove the bill in toto.

Had this privilege been allowed during the 1913 legislature, he declared Governor West could have saved nearly $1,000,000 by vetoing minor items, which he could not do without vetoing also the imperative features of the appropriation bill.

# Magdalina Werner Not Guilty---Jury

Seattle, Wash., May 23.—Magdalina Werner, 26 years old, tried for complicity in the murder of her 52-year-old husband, Henry Werner, an Issaquah rancher, is free.

After two hours and 45 minutes' consideration the jury returned before Judge Mackintosh with a verdict of not guilty.

The state charged Mrs. Werner paid Frank Piconi, also under arrest, $100 to kill her husband.


AMUSEMENTS

HEILIG THEATRE 11th and Morrison
Last Time Tonight 8:15.
NEW YORK GRAND OPERA CO.
In Gounod's Grand Opera
"FAUST"
EXCELLENT CAST
Splendid Production and Orchestra. Chorus Concerted by Principals.
Lower Floor, 10 rows $2, 12 rows $1.50. Balcony, 5 rows $1, 4 rows 75c, 10 rows 50c.
SEATS NOW SELLING.
8 AFTERNOONS AT 2:30. EVENINGS AT 8:30.
BEGINNING TOMORROW AFT.
FIRST TIME HERE
ORIGINAL WHITE SLAVE MOTION PICTURES
The Traffic In Souls
From Belasco's New York Theatre.
Popular Prices ANY SEAT 25c
SEATS NOW SELLING—BUY EARLY.

BAKER THEATRE Main 3, A-5360.
Geo. L. Baker, Mgr.
Home of the famous Baker Players. Last time tonight. By special arrangement with Charles Frohman.
"THE CONSPIRACY."
A thrilling drama of criminal life in New York. Absorbing story, startling climaxes. Every act a surprise. Evenings, 25c, 35c, 50c, 75c; box seats, $1. Sat. Mat., 25c, 50c; box 75c. Wed. Mat., all seats (except box), 25c. Next week, "A Fool There Was."

PANTAGES
Broadway at Alder.
WEEK MAY 18—"The Soul Kiss," the Cyclonic Musical Operette; Joseph Remington & Co.; Skipper, Kennedy & Reeves; Wartenburg Brothers; Scott & Wallace. Extra, by special release, Burial of the Vera Cruz Heroes at New York.

LYRIC Phone A-1026.
BEGINNING TODAY
The Most Powerful Play of the Century, a Gripping Story of the Commerce in Girls.
"THE TRAFFIC"
A Dramatic and Social Earthquake. Evades Nothing. Conceals Nothing. Distorts Nothing. Not Moving Pictures. Seats Now Selling.
Prices—25c, 35c and 50c.
Matinees Saturday and Sunday, 2:15.
First Time in America at Popular Prices.

BASEBALL
PORTLAND
vs.
TACOMA
May 18 to 24 Inclusive
Weekdays 3 p. m.
Sundays 2:30 p. m.
Ladies Free Wednesday and Friday
Grounds 24th and Vaughn

The OAKS OPENS TODAY


# Astoria Awards 2 More Contracts

**Work on Proposed Sea Wall and in Filling Tide Flats of City Will Be Started Next Month.**

Astoria, Or., May 23.—Astoria took another stride in the way of improvement last evening when the sanitary and reclamation commission awarded to the J. A. McEachern company, of Seattle, the contract for building the proposed sea wall along the waterfront of the city, and to the Standard American Dredging company, of Oakland, the contract for filling in the tide flats of the city.

The contract price for the bulkhead along the waterfront of both districts is $9285 lower than the engineer's estimate, and for the fill in both districts the contract price as $32,193.29 below the estimate. The total cost of the wall will be $45,000 and the total cost of the fill will be $186,588.53, making a total for wall, rock work and fill of $237,530.53.

J. H. McEachern, whose company also received the contract for building the new municipal docks at Smith's Point, says work on the seawall as well as on the dock would start June 3.

**Want Money for Printing.**

Salem, Or., May 23.—To meet an impending deficit in the state printing fund, due to a failure in the law under which the state printing plant is now being operated to allow the use of funds collected from various departments for printing done, the state printing board is meeting this afternoon to consider calling a meeting of the emergency board to authorize a deficiency of at least $23,500.

**Shot Wife, Kills Himself.**

San Francisco, May 23.—When his wife, who had left him, refused his plea for a reconciliation, William Murphy, a bartender, shot and badly wounded her and then, pursued by the police, shot himself dead.

# Thirty Days' Time Given for Filing

**Protest From Oregon on Forest Reserve Restrictions Brings Reply From the General Land Office.**

(Washington Bureau of The Journal.)

Washington, May 23.—All Oregon was interested to learn of the restoration to entry of over 400,000 acres of land in the Deschutes and Paulina forest reserves, but on analyzing the figures the satisfaction felt over the announcement was greatly tempered by the discovery that most of the land was still held up by reclamation service and other withdrawals.

Appeals were at once sent to the Oregon senators and representatives to see what could be done to give the public fuller benefit under the withdrawals, and the state immigration commission suggested an interval of 30 days within which actual settlers could take up the lands, so as to prevent speculators from getting the benefit of the lands. Assisstant Commissioner of the General Land Office C. M. Bruce has informed Senator Chamberlain that this is, in fact, the practice. Mr. Bruce wrote as follows:

"My dear Senator—It has been and still is the practice of this office, in all restorations from reclamation or power site withdrawals, where the lands covered by such restorations are not otherwise reserved, appropriated or covered by existing entries, to include in the notices of such restoration a period of 30 days between the dates when such lands shall become subject to settlement and entry, respectively."

**Want Rivers Open.**

Klamath Falls, Or., May 23.—In the hope of hastening action regarding the reopening of Sprague and Williamson rivers on the Klamath Indian reservation to logging, the Klamath Chamber of Commerce today sent a telegram to President Wilson reviewing the situation and asking him to see that action is taken.


Setting Paris Wild

Balloon Night — The spectacular novelty that is taking Paris by storm, will be reproduced in the Arcadian Garden tonight during after-theatre supper.

Gala Night — This is the first appearance of this novel and bizarre event in Portland. Everyone gets a comic balloon and participates in this Parisian craze.

Tonight — It will also mark the introduction of the celebrated John Lynch, Irish tenor, who will render his famous "Isle of Erin" melodies. Also Mrs. Elfrieda H. Weinstein and Heller's Augmented Orchestra.

Table d'hote dinner, 6 until 8
After-the-theatre supper 10 until 12

Hotel Multnomah

H. L. Pomeroy, Mgr.
L. P. Reynolds, Asst. Mgr.

When You Ask for an Article, Call for It by Name—Say "I Want" So and So—

IT MAKES no difference what the dealer says, don't accept his "Just as Good" when you ask for soap, perfume, household medicine, paint varnish, automobile tires, food products, chewing gum, corsets, underwear, shirts, collars, shoes, hair tonic, tooth paste or powders, grape-juice or soda-fountain drinks. Whatever you want, ASK FOR IT BY NAME of manufacturer or trademark brand, and insist on getting it.

YOU must do your share to break up the great evil of substitution. You can do it by refusing to buy unknown or "Orphan" brands when your dealer offers them to you.

DON'T be misled when the dealer says the "Orphan" he is trying to get you to buy is something better.

HIS only object in saying it is better is to mislead you—his real reason is to sell you an article out of which he makes an exorbitant profit.

WHEN you buy a well-known article, with an established reputation back of it, you will always find it rightly priced—you will find it an article of merit. Imitations are mere makeshifts, and never give the satisfaction that the genuine does. You know this is true.

BE WISE. When any dealer offers you a different make article than the one you ask for, say: "No, I belong to the 'Get What You Ask For' League." Remember, always insist "I want so and so."

"Get What You Ask For"
National Anti-Substitution League, Philadelphia