

# JOURNAL ELECTION SERVICE IS GIVEN HIGH COMPLIMENT

Flashing of Returns by Dual Radio Especially Appreciated; Crowds Before Bulletin Board.

Patrons of The Journal were given triple service Friday night in returns of the primary election. That this service was appreciated is attested by the hundreds of favorable reports received Saturday. The Journal was first on the street Friday evening with an extra telling of the early returns from Portland, Multnomah county and many of the Oregon counties. By means of the dual radio broadcasting in conjunction with the stations of the Northwest Radio Manufacturing company and Hallock & Watson it was first in such a feat in the Northwest. In addition to this slides were thrown on a screen at The Journal corner by a stereopticon machine for the benefit of the crowds that gathered early in the evening to learn how the vote was turning.

**BIG FORCE AT WORK**  
Through special arrangements an augmented staff was at work tabulating the returns as they were telephoned in from the city by couriers and wired in from up-state by The Journal correspondents early Friday evening. Forty-five persons were employed in the editorial rooms tabulating and 25 were at the court house from the time the returns for Multnomah county started to come in until they were all in.

As fast as the count was received at the court house it was telephoned to The Journal offices to be properly tabulated and checked. This work commenced early in the evening and continued Saturday until the complete returns had been made. Then a comprehensive check was made to detect any errors that might have been made.

**RETURNS FLASHED**  
When the vote of the various precincts, both in Multnomah county and the state, had been checked the totals were taken to the operator of the stereopticon machine and flashed on the screen. Early in the evening a crowd had gathered at The Journal corner to get the results as they came in. By 9:30 o'clock the crowd was of such size that it was virtually impossible for traffic on Broadway to keep moving on its schedule. Special officers kept the crowd clear of the street car tracks to allow passage of the Mississippi and Broadway cars.

With a thoroughly competent crew in the composing and press rooms waiting for copy an extra was put out by The Journal that was the first on the streets with the returns.

As fast as copy was sent from the editorial rooms it was put in type and rushed to the stereopticon and then to the press. When the work was passed the big Journal press began turning over and the extra was on the streets in less time than it requires to tell of the various processes.

All day Saturday reports were received by The Journal as to the success of the dual control in the major broadcast of the returns. This was the first time in the history of the Northwest that such a feat has been performed and its success was attested by the enthusiastic fans.

The stations of the Northwest Radio Manufacturing company and Hallock & Watson were controlled by a central station in the editorial rooms of The Journal. Joe Hallock, radio engineer, read the election returns, prepared by The Journal staff, into the telephone transmitter. This was sent direct to the sending apparatus of the two stations by a dual control connection and put into the air simultaneously.

**FEAT SUCCESSFUL**  
One of the reports indicated the unprecedented success of the feat. "This was a report from H. N. Hackett of Astoria. Heretofore Astoria has been a radio 'pocket' and the receiving of broadcasts in that locality has been extremely difficult," Hackett, in his special wire to The Journal, said the reports, due to the dual control system, were received very clearly.

Being through the "pocket," Hallock said, was a feat in itself. It was entirely within keeping with the arrangements made to increase the power and clarity of the broadcast, he said. Shortly after the two stations, operated by Charles Austin and C. H. Watson began working on the broadcast, the Journal telephones began carrying enthusiastic reports of the system from all parts of the city.

**CLUB HEARS REPORT**  
The Journal is equipped with 21 trunk telephone lines, but so numerous were the reports that it was impossible to get them all, save that the broadcast was coming in excellently. The work of collecting returns from the city precincts was slowed down by the use of the lines to carry radio reports.

At Multnomah club a crowd of 200 gathered to hear the returns broadcast. The clarity with which they were received was the cause of great applause. Claude Bristol, who was in charge of the evening's program, said, "The talk on 'The Latest in Elections' given by Marshall N. Dana, of The Journal staff, during the intermissions of broadcasting returns was likewise greeted with applause. Bristol said.

**RADIO PLEASES**  
"I have never heard anything like it," Bristol said. "It is almost unbelievable that such a system could be worked out. To a layman it seems impossible, but the excellency with which the returns were received shows what wonderful things can be done by radio, when a group of men are willing to put their best into it. Every club member there last night will long remember the event." The broadcast to Multnomah club was live-upon by an exchange of personalities between Hallock and some of the club members.

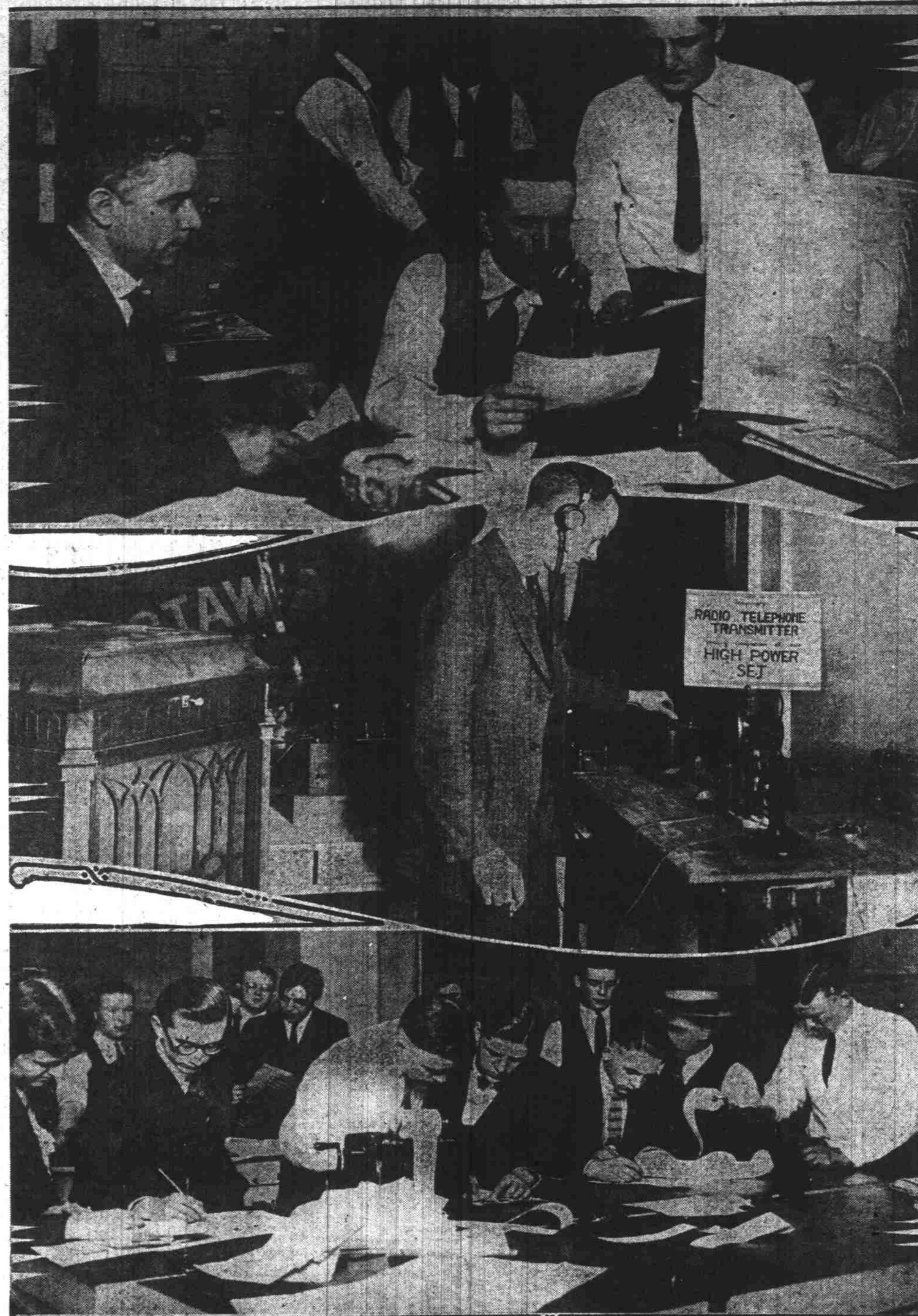
"It came in like a ton of brick," Dr. E. P. Moran said when he called in by radio to make his report. "I never heard better than anything that has ever been done in Portland before."

**PHONE APPRECIATION**  
Huge crowds at Sixth and Alder street forgot all else when The Journal broadcast was received by the Walter Frank station. By means of a megaphone mounted on the marquee the broadcast was audible in the people passing on both Broadway and Morrison streets.

Pat Allen, on Portland Heights, was also an enthusiastic recipient of the broadcast. He called into The Journal to say that it came in as clear as a bell. Leo Friede, Westover Terraces and L. U. Carpenter, No. 181 East 33rd street, likewise telephoned in appreciation of the services rendered by The Journal.

The Journal returns were heard in Eugene, Nev., over 141 miles east of Reno, and at Lewiston, Idaho, 100 miles.

# FLASHES OF THE JOURNAL'S ELECTION SERVICE



Showing parts of the elaborate control system used by The Journal Friday night to prepare and broadcast election returns. Above—Marshall N. Dana and Joe Hallock at the central control phone in the editorial rooms; C. H. Watson at the Hallock & Watson station; Journal staff preparing election returns; Charles Austin operating the Northwest Radio Manufacturing company station.

# Art Students' Work Admired Display Is Made at Museum

The walls of the exhibition galleries of the Portland Art Museum are hung with an unusually interesting display of the work of the students of the art school. Wednesday was the occasion of the opening of the exhibit and a tea given by the School Art League. At the table during the afternoon were Mrs. W. B. Ayer and Mrs. H. C. Wortman, and assistants about the room were Mrs. David S. Parfitt, Mrs. Hugh Henry, Mrs. John D. Coleman, Mrs. Frank E. Smith and Mrs. Ernest W. Crichton. Mrs. Thomas H. Williams had charge of arrangements for the tea and Mrs. Lucy Dodd Ramberg gave an interesting talk during the afternoon.

Next Friday afternoon at 4 o'clock the league will hold a reception for members, students and patrons at the Art museum. Mrs. Leo Hoffmann, Mrs. A. E.

Doyle and Mrs. Henry Ladd Corbett will preside at the tea table. Students of the school will assist during the afternoon.

The present exhibition has brought forth many favorable comments from those who have visited the galleries during the week. The work shown includes the actual problems of the students of the school. Among the sketches in black and white, many of them in water color from life models, problems in expression of the emotions as portrayed by a model and sketched in a given period of time, drawings from castings and studies—all of which are exercises to bring out the student's capacity for expression and his originality in composition.

Miss Stephens also has the children's class Saturday mornings and the specimens displayed from their drawings are delightful.

Out-of-door scenes which have appealed to the childish mind, clay models, silhouettes done in black and white from a life model chosen from members of the class and drawings of animals are very interesting and amusing and there are also charcoal studies in high lights taken from copies of old masters.

The class in design under Mr. Harry Wentz includes students of first and second-year classes and their work is varied and expressive. Several of the more advanced students are very interesting and in the exhibition are several notable portraits in oil.

There are also compositions in oil and water color, pen and ink illustrations which tell a story. Flowers used as a motif for the development of a pattern and sketches after the manner of the mosaics in water color to show the originality of the student.

The work of the life class, which meets Monday and Tuesday evenings with Mr. W. L. Barnes as instructor, is very interesting and in the exhibition are several notable portraits in oil.

Experiments in Belgium's African colonies with the use of palm oil as fuel in road tractors driven by semi-Diesel engines showed that it developed as much power as kerosene.

# SEA WRECK OF GREAT REPUBLIC 1879 RECALLED

Government's Intention to Blow Up Old Hull Resting on Sand Island Revives Memory of Loss

One of the most talked of wrecks on the Pacific coast was that of the Great Republic in 1879, on Sand Island just inside the forts at the mouth of the Columbia river. The wreck lacked the horror of many another marine casualty of the north coast, for the vessel was not great in comparison to the worst disasters, but the wreck was right in the path of the steamers that in the '90s used the "outside" passage (now filled by sand) in going from Astoria to Ilwaco and so late as 1900, the two or three seagull-inhabited ribs that stuck up out of the sand were pointed out to a westward-seashore summer resorters as the "wreck of the Great Republic in which nearly a thousand people lost their lives."

The fact that there were actually but 11 who met death, and these not for a couple of days after the Great Republic struck, out of the 896 souls on board, never was allowed to spoil a good story blowing up the old hull to clear the channel, no doubt created a feeling of repugnance among the many Portlanders who had never read the true story of the wreck in the Lewis & Dryden Marine history, printed some years later.

**HER LAST TRIP**  
The Great Republic was wrecked on Sand Island, at the mouth of the Columbia, according to a marine historian. The immense business handled by the steamer the preceding year, instead of leasing, gave promise of increasing and in charge of Captain James Carroll and Chief Engineer J. Hutton she sailed from San Francisco on her last trip, April 15, 1879, with 550 cabin and 348 steerage passengers.

She arrived off the Columbia bar at midnight, and the weather seemed so favorable that it was decided to enter at once instead of waiting for daylight. This decision was fatal to the old China liner, and within an hour she had made her last port, grounding on Sand Island, to be leisurely knocked to pieces two days later.

The steamer struck so lightly that few of those aboard knew of the accident at the time, and all went about as usual being again afloat. Unfortunately the steamer grounded at nearly high tide, and the next tide was so small she could not float off.

**HULL IS STRAINED**  
Her weight had also severely strained the hull and disarranged the machinery, the injection pipes breaking when the sea fell, and the feed and high pumps ceased to work, permitting the water to gain rapidly when the tide again flooded, and giving the rising waves a full sweep at the house and upper works.

When the steamer failed to get away on the first tide, Captain Carroll decided to send his passengers ashore. The crew and a few who still tempted fate remained aboard and were afterward rowed to the island, no accident happening until the last boatload moved away from the wreck at 10:30 a. m. on the twenty-first.

A very heavy sea was running, and in endeavoring to keep the vessel properly headed, Officer Lennon broke the steering gear by putting too much strain upon it, and before he could regain control the craft was caught by a breaker and capsized, instantly throwing all the men into the water.

**REACH ISLAND**  
Three of them were fortunate enough to reach the island in safety, but First Officer E. Lennon, William Johnson, J. Conner, Thomas McAvoy, Samuel McMurray, Frank Scott, Albert Hill, Charles Muret, Frank McIntosh, Charles Eird and James McDermitt were drowned.

In the investigation which followed, the following statement was made by Captain Carroll of the ship, and was borne out by that of Pilot Thomas Drig: "There was not a ripple on the water, and we came over the bar under way, reaching the inside buoy. The first and second officers were on the lookout when I saw a pair of glasses and was the first to discover Sand Island and found the bearings all right. I reported it to the pilot, who as yet had not seen it. We were alone probably two minutes, and I then told the pilot that I thought we were getting too close to the island and that he had better haul her up. He said, 'In ten minutes I do not think we are in far enough.' A minute later I said, 'Port your helm and put it hard over, as I think you are getting too close to the island.' He replied, 'but ran along for half five minutes and then put the helm hard to port and the vessel sprung up, heading toward Astoria, but the tide ran fast, and she had no chance to get the vessel off that night."

**NEXT TIDE SMALL**  
"The next tide was a small one, and we could do nothing; and as the star was falling, indicating a storm, I sent Mr. Peck, the purser, to Fort Canby for assistance.

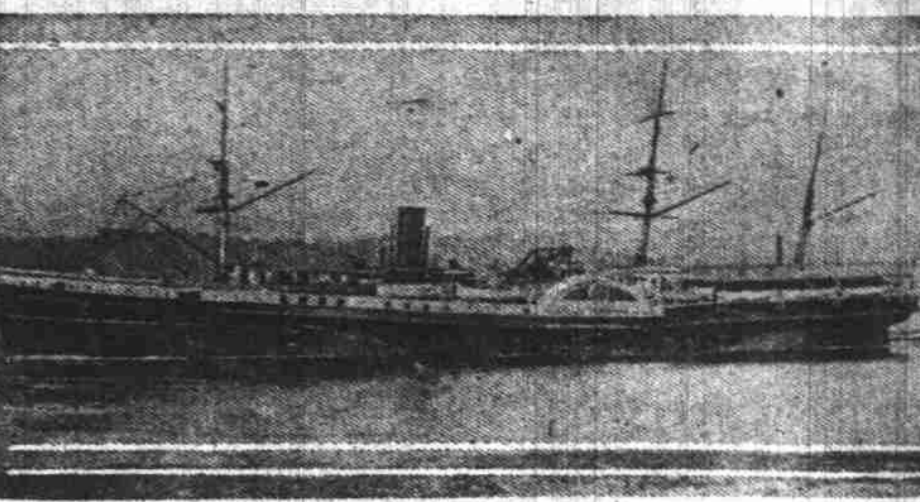
The tugs Gresham and Canby arrived, followed by the Columbia. With the aid of small boats, the passengers were transferred to these steamers and taken to Astoria, the Gresham making two trips. The entire crew remained on board, and I made arrangements with Captain Lennon to have three tugs there at high tide. In the meantime the crew was at work discharging coal in an effort to lighten the vessel. At 8 p. m. a southwest gale started in making the heavy sea, blowing to southeast about midnight. Up to this time the ship was lying easy and making no water, but the heavy sea prevented the tug from rendering assistance and also drove her higher on the spit, and shortly after midnight she began to work breaking the steam pipes and disabling the engines.

"The few remaining passengers were put ashore on Sand Island at 6 a. m. Sunday and were followed by the crew, the ship commencing to break up, so that it was dangerous to remain on board. The last boat left the ship at 10:30 a. m. and in making away the dingy was heavy sea, blowing to southeast about midnight. The boat capsized, drowning 11 of the 14 men it contained."

**SEA BECOMES HEAVY**  
"About the same time a heavy sea boarded the ship and carried away the stateroom on the starboard side, rattling the dining room, broke up the floor of the social hall and carried away the piano. Several seas afterward boarded her forward and carried away the forward guard, officers' room and steering deck, also a number of horses. I remained on board until 2 p. m., when the pilot sent me to lower a lifeboat and came ashore."

On arriving at Astoria the passengers were given a copy of the papers thanking Captain Carroll and his officers.

# FAMOUS WRECK RECALLED



Steamer Great Republic which ran onto sand island just inside the mouth of the Columbia river, April 19, 1879. She carried 896 passengers and crew.

Captain Korts and Engineer Cookson of the Shubrick and the officers and crews of the tugs Brenham, Columbia and General Canby for their heroic work. The Canby, Captain W. P. Whitcomb, was the first steamer to arrive at the scene of the disaster and rendered exceptionally good service.

**SHIP WAS INSURED**  
The Little California, Captain Thorn, with Hughes brothers, purser and freight clerk, took the passengers to Portland, and these officials gave all the assistance in their power. The Great Republic was insured for \$50,000 and the cargo for \$25,000. She carried 1055 tons of freight, valued at \$75,000. The wreck and cargo were sold by Captain George Flavel for the underwriters to Jackson & Meyers for \$1250 and \$2500 respectively. The purchasers organized a company known as the Great Republic Wrecking company, taking in as partners W. S. Silson, W. S. Kinney and J. H. De Gray, who secured considerable plunder from the stranded vessel, which soon broke up. On April 22 the mainmast and foremast went by the board, and the following day 100 feet of the bow broke off and swung on the beach. Seven of the 27 horses on board reached the island. May 1 the entire hull aft of the walking beam broke away and disappeared. The huge walking beam and wheels remained in view for many years, affording a target for the gunners stationed at Fort Canby and at extreme low tide portions of the wreck are still visible on what is now called Republic spit. The result of the inspectors' inquiry was the suspension of Captain Carroll's license for six months and of Dolg's for one year. Carroll promptly appealed to the supervising inspector and had no difficulty in securing a reversal of the decision and in having his license restored. The press and public also exonerated him from all responsibility for the deplorable accident.

**Mayor Hylan Opens Marble Contest by Missing Six Inches**  
New York, May 20.—As a marble shooter Mayor Hylan is A-high. The mayor got down on his knees in front of the city hall Friday and shot the first mig in a contest to find the city's champion marble player.

He missed by six inches while the crowd of 5000 glee-filled spectators cheered. The mayor blushed a deep red and retired from the contest.

It wasn't his game, anyway. He merely opened it for a group of contestants representing all the boroughs in the city.

Then the game began in earnest. The mayor had provided the players with a box of sand 20 feet square on which to shoot.

It was a game of games and as exciting as any contest ever staged on a small town schoolyard or in front of a village blacksmith shop.

The only difference was in the size of the crowd. It was so large that a detail of police had to keep it back.

Mickie Markoff was declared the winner. He hails from Manhattan. George Tines of Brooklyn was second. The two went to Philadelphia today, where they will meet the best players of that city.

# 'Obtain Nickle of Smiths,' Is Slogan In Monument Drive

(Copyright, 1922, by The Journal.)  
Nickle "movements" is to be launched in the United States. "Get a nickle from the Smiths" will be the war cry raised in every city, town and hamlet. It will be sponsored by the Captain John Smith Memorial association, whose headquarters are in this city. Each contribution will swell a fund for the erection of a gigantic monument to the memory of Captain Smith on the spot at Cape Henry where, in 1607, he and his band of colonists first set foot on American soil.

With millions of Smiths, Smythes, Smithers and all of similar cognomen contributing, it is hoped that the total will be sufficient to erect the tallest monument in America. Standing at the entrance of Hampton Roads, it will be visible far out to sea, while a permanent concrete road will connect it with the Virginia Beach-Cape Henry highway.

The ambitions of the association go beyond the erection of the monument. They hope to initiate a movement to bring the bones of Captain Smith from the old Skinner street cemetery in London to Virginia, where they can be enshrined. Virginia feels that the old dominion has given the founder of the first English colony in America greater recognition than has England and that for this reason his ashes, lying almost forgotten in the old English churchyard, ought to be brought to these shores for final burial.

# Bank Teller Accused Of Taking \$200,000

Coatesville, Pa., May 20.—(L. N. S.)—Raymond C. Newlin, receiving teller of the National Bank of Coatesville, was arrested today in connection with the embezzlement of \$200,000 of the funds of that institution. The shortage was discovered by N. T. Townall, the cashier, and Bank Examiner R. Chapman after a week's investigation.

Fellows that wear the hard-boiled straw hat know what the fellow that sticks to his sort old hat doesn't know he is missing.

# HENRIETTA MAKES IT FOUR



When Henrietta Sluom arrived just seven months ago from "out of the everywhere into the here" she boosted the number of generations of the Bottler family to four. This was good for a trip to the photographer with the result as shown above. Standing are Benjamin T. Bottler, grandfather of Henrietta, and Mrs. H. G. Sluom, mother. Seated, Mrs. Michael Bottler, great-grandmother, and Henrietta, herself.