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NO. 169

CONVENTION WILD FOR BRYAN Republican National Committee Names Chairman

STORMY SESSION AT NIGHT

DECIDING CONTESTS

FIST FIGHTS BARELY AVERTED—LIE IS PASSED—ACCUSATIONS FLY THICK AND FAST—PUBLIC KEPT OUT.

(United Press Leased Wire.)
Denver, Colo., July 8—After what was probably as stormy an all night session of a committee on credentials as ever held at a Democratic national convention, the permanent roll of the present convention is still incomplete this morning. The committee

HITCHCOCK IS CHOSEN CHAIRMAN

FOR REPUBLICANS

OUTCOME WAS EXPECTED—SHELDON, CONNECTED WITH BIG INTERESTS, SELECTED AS TREASURER.

(United Press Leased Wire.)
Bun Bun Hot Springs, Va., July 8. Frank H. Hitchcock was unanimously chosen chairman of the Republican national committee today. After the unanimous election of Hitchcock to the chairmanship, Geo. Sheldon of New York, was chosen treasurer. Sheldon has been in the banking business since 1879. He is

CHINESE PLANNING BIG LINE

OCEAN STEAMSHIPS

TAKE ADVANTAGE OF JAP BOYCOTT AND START TWELVE MILLION DOLLAR LINE BETWEEN CHINA AND AMERICA.

(United Press Leased Wire.)
San Francisco, July 8.—Taking advantage of the boycott declared by their countrymen against Japan, representatives of a syndicate of Chinese millionaires are abroad the liner Siberia on their way to San Francisco to make preparations to establish a \$12,000,000 steamship line between the Orient and this port. The syndicate will not only run liners between San Francisco and Canton, Shanghai and other ports but will also be a system of river route and by using small boats drain all the shipping of the country into the trans-Pacific vessels. Sir Lan Chang Don, former minister to America, who was knighted by Queen Victoria, is the leading figure in the awakening of the Chinese commercial dragon. He organized the syndicate which includes some of the highest officials of China. Although the Japanese govern-

OVATION LASTS 88 MINUTES

BEDLAM REIGNED

COMMONER'S NAME AND PICTURE CHEERED FOR LONG PERIOD—OUTBURST IS SUD- DEN—CAUSED BY GORE.

(United Press Leased Wire.)
Auditorium, Denver, July 8.—(By Henry E. Eland, Staff Correspondent United Press.)—What was undoubtedly the greatest demonstration in any modern political convention, even eclipsing that for Roosevelt in the Republican convention at Chicago in point of duration was started in the convention today when blind Senator Gore, of Okla., first mentioned the name of Bryan in this convention. He had been called upon to address the delegates and spectators. He referred to the Nebraska as the greatest living apostle of human liberty. As the Nebraska's name fell from his lips it was taken up in one mighty shout of "Bryan." Then began the scene of wild enthusiasm. Men sprang to their feet, moved by the impulse of honoring their chief leader and proceeded to shout themselves hoarse. Presently some one in the crowd

OREGON ELECTRIC SENDS LETTER TO CITY GOVERNMENT

CHARGES PECULIAR ACTIONS AGAINST THE COMMITTEE ON STREETS, AND SAYS CITY ENGINEER CHANGED HIS MIND—MAYOR DIRECTS A REPLY THAT SETS DOWN THE LIMITS OF FORBEARANCE AND ORDERS THE CORPORATION TO COME TO THE ESTABLISHED GRADE.

Following letter from Superintendent and General Manager Guy W. Talbot of the Oregon Electric railway, dated Portland, July 3, was read at the last meeting of the city council, and the mayor was instructed to reply thereto after an extended statement by the chairman of the street committee, Managar Talbot wrote as follows:

"Gentlemen:—At the meeting of your honorable body, held on June 8th, I submitted, on behalf of the Oregon Electric Railway company, an earnest protest against the adoption of a proposed new grade line on Broadway and High streets, giving, in general terms, the reasons for such action on my part. I understand your honorable body, by resolution, authorized your street committee to consider and devise a solution of the difficulty in a spirit consistent with the contents of my communication to you.

"On June 11th I received a letter from the chairman of the committee, requesting to furnish him all 'documentary evidence on the subject in the possession of either the Willamette Construction company or the Oregon Electric Railroad company.' Aside from the fact that the communication was neither signed, nor contained any evidence of its being official, the chairman of the committee neither indicated the intention, purpose or plan of action, nor had he as much as hinted a probable date when his committee would consider this apparently vexed question.

"However, I turned over the letter to Mr. Wm. S. Turner, who is in possession of the Willamette Construction company's correspondence, requesting a thorough examination of old correspondence with a view of complying with the request of your street committee.

"In the meantime, and before the old correspondence could be gone over, other matters called our engineer to your city, and, while there on June 15th, by mere chance, he met the chairman of the street committee in the very room in which that committee was to meet, and, having learned of its contemplated action, our engineer called the attention of said committee to the injustice of such action on its part; claiming that the company was at least entitled to some notice of such meeting, and also reminding said committee that the company's interest in the matter is represented by about one-eighth of the cost of the entire street improvement, exclusive of the additional work connected with the proposed lowering of the track, and that we had therefore a just claim for a regular notice, stating time and place of such meeting, in order to enable all parties concerned to arrive at a fair and square solution of the difficulty. This the chairman of the committee declined to do.

"It is not at all my desire to charge your committee with unfairness in this matter, yet its action, as interpreted by its own report, is so manifestly unjust that it can not escape such charge, much as I regret to say it. I therefore beg to call the attention of your honorable body to the following quotation from your committee's report, as submitted to and adopted by you on June 15th:

"We also addressed letters to the following gentlemen who we thought might help us in a proper solution: Hon. H. B. Thielson, Hon. Wm. Bushey, Hon. Frank Waters and Hon. Robt. E. Downing. To these we have had no written reply as requested. We also addressed a letter to Guy W. Talbot, which we asked to be read at this point. There was no reply, but the company was represented by Mr. Galvan in person, who asked us to defer action for one week longer, but owing to the long continued controversy and the holding up of needed improvements in the city, we thought best to deny this request."

"In other words, the committee admits that it did not deem it necessary, nor even advisable, to wait for a single reply from any one of the different parties to whom it so confidently looked for help in a proper solution; nor has your committee, at least judging from the letter addressed to me, deemed the whole matter of sufficient importance to frankly declare its intention to transact this matter at a stated time and place. Thus, without obtaining any information from any of the admitted sources of supply, your committee, according to its own declarations, and within a fraction of one week, investigated, established and re-established about one and one-half miles of street grade, giving no hearing to the party upon whom the heaviest expense in this transaction is to fall, nor wait for any information from any source, and apparently rested its case upon the opinion of your city engineer, who, though heretofore a strong and unqualified supporter of the present grade as built by the Oregon Electric Railway company, all of a sudden experienced a change of heart and recommends a grade much lower than the grade we are objecting to.

"It is needless to say that such peculiar methods of settling any difficulty can only lead to further delays which, I assure your honorable body, are not of my seeking. I therefore most respectfully beg that your honorable body take such action on this matter as will lead to a settlement upon a just and equitable basis. To this end I authorized both our engineer and our attorney to make the necessary representations before you, leaving it to them to take such action in this matter as will protect the rights and property of the Oregon Electric Railway company."

"GUY W. TALBOT."

The Mayor's Reply.
In a letter dated July 7, 1908, Mayor Rodgers replies to Mr. Talbot of the Oregon Electric as follows:

"Your letter of July 3d addressed to the mayor and common council of the city of Salem in reference to the grade on Broadway was read at the last meeting of the council and was requested to make reply.


"I beg to call your attention to the

CHICAGO STORE

PEOPLES BARGAIN HOUSE

Crowds Attend Our CLEARING SALE

THE PEOPLE KNOW THE STORE THAT GIVES THE VALUES. NO MERCY SHOWN TO PRICES DURING THIS SALE. ALL DEPARTMENTS ARE REPRESENTED. IF YOU WANT THIS SEASON'S LATEST MERCHANDISE COME TO OUR STORE AND SEE THE LOW PRICES WE ARE ASKING.

\$1.00 Chamy Mercerized Silk Gloves all colors and black elbow lengths. Clearing Price, pair 69c	
Boiled Sheet, Pillow Cases and White Bed Spreads at Clearing Prices. 7c	
5,000 Yards of Wash goods must go. Clearing Prices on them all from 5c a yard up.	
40c Dress Goods— Now yard 25c	
55c Dress Goods— Now yard 49c	
50c Silks, all colors— Yard 25c	
55c Dress Silks, all color— Yard 49c	
Embroideries that were 10c and 12 1/2c yard, now only 5c	
And so on along the line.	
Sun Bonnets 9c; Men's 25c Straw Hats, 10c; Men's Overalls, now 39c; Boys' 25c Waists, now 15c; Boys' Wash Suits, 39c and 49c; Best Standard Calicoes, yard 5c.	

Clearing Prices

On all our Ladies' Suits, Dress
Skirts and Shirt Waists, also on
all our Millinery and Feathers.

\$2.50 White Linen Dress Skirts,
Handsomely made—
Clearing Price **\$1.49**

\$1.00 White India Linen Shirt
Waists, Handsomely Trimmed
with embroidery, now **49c**

Ladies' Swell trimmed **\$5 Hats**,
now only **\$2.50**

Ladies' \$15, \$18 and \$25 Suits,
the latest, \$8.50, \$10.50 and
\$12.50 sale on.

The Store That Saves You Money

It Is No Such a Thing

That there is no place that you cannot keep cool. Get off the streets a few minutes, step into the VAUDETTE, get under one of those big ceiling fans. The change will do you good.

ment has refused to grant a subsidy to the company its bankers have plenty of money and with unofficial support of the government, which has not been signified will be given. It is believed the new line will be a profitable venture. The present export trade to America alone amounts to \$10,178,000.

The inland water transportation business of China has been in the hands of Japanese heretofore. The new company will make a strong bid for this business. An effort will be made to interest American capital in the new company but another object of the visiting commissioners will be to inspect American shipyards with the possibility of having the new liners built here.

vice president of the City Trust company of New York and is identified in various capacities with many big financial concerns. He had been prominent in Republican national politics for a number of years.

After Hitchcock and Sheldon had been selected, Taft went into conference with a sub-committee of party managers. Those who participated in the conference were Senator Wm. E. Borah, of Idaho, presiding, Frank O. Lowden, of Illinois, Myron Herrick, of Ohio, C. Nagle, of Missouri, Wm. H. Ward, of New York, Lowell Clayton, of Ark., E. C. Duncan, of North Carolina, and Frank B. Kellogg, of Minnesota.

grabbed up the banner bearing the name of his state and marched with it down the aisle. Immediately it was followed by other banners and emblems of all the states but five where dancing above the heads of cheering, screaming yelling hosts of Democracy. The five which did not join in wera those of New York, New Jersey, Delaware, Georgia and Minnesota.

Murphy and his Tammany leaders did not even move from their chairs. Redoubled enthusiasm was caused when a big banner bearing Bryan's picture was taken to the platform. These acts to induce the crowd to keep up the cheering were really not needed, however. Old and young men and women gave fervent to their feelings and rein to the voices.

The crowded galleries joined in the cheering and pandemonium reigned supreme. Carried away by the excitement women clambered in to their chairs and waved hats and handkerchiefs. Some even went so far as to grab the hats from the hands of their men friends and joined in the mad walk around the hall. The contrast in the character of the demonstration with that at Chicago three weeks ago was marked. There the enthusiasm was confined largely to the galleries. Today it was the delegates who started it and carried it on. The demonstration lasted one hour and 28 minutes.

The Proceeding.

In anticipation of a battle on the floor this afternoon, a big crowd

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(Continued on page eight.)