

## PORTAGE ROAD IS COMPLETE

### Last Spikes Are Driven by the Governors.

### IMPRESSIVE ARE EXERCISES

### From Lewiston to the Sea for Open River.

### DREAM AT LAST REALIZED

### Distinguished Gathering of Citizens From Portland, Lewiston, Spokane, Walla Walla and All Towns of the Basin.

Three blows of the sledge by Governor Chamberlain, of Oregon, at Celilo yesterday; five by Governor Mead, of Washington; three by Governor Gooding, of Idaho; three by J. N. Teal, attorney for the Open River Association; one by W. D. Wheelwright, president of the Portland Chamber of Commerce; and four by W. J. Mariner, secretary of the Open River Association, and the two last spikes of the Portage Road were driven, the line was formally opened for traffic, the locomotive was tooting its whistle and soon was moving off from Big Eddy to the lower terminus, with 250 passengers trailing behind and the first stage of a quarter century's dream—opening of the river for navigation from Lewiston to the sea—had come to pass.

### Speeches Precede Spike-Driving.

Speechmaking preceded the driving of the spikes, nor could the strong wind that sprung about the ears of the 1000 auditors, make them less eager. For did they not regard it as natural—a phenomenon for the wind to drive the sand in the narrow channel of the Columbia as for the river cataraacts to double their foamy churn in frenetic time or the syringa to blossom white upon the hillside or the salmon-eating squaws of the Palouse nation to grunt pleasure when stared at amid their bustling activities?

The throng hailed from Lewiston, Spokane, Walla Walla, The Dalles, Portland and other towns of the Columbia Basin. A very enthusiastic gathering it was, too, resolved not to stop with the Portage Road but to work onward for construction of the Government canal to take its place.

### Come From Many Quarters.

A steamboat-load of open-river workers, mostly from Lewiston, arrived at Celilo in the morning at 10 o'clock; a trainload from The Dalles an hour later, and another trainload from Portland shortly before noon. The gathering therefore represented the most vigorous energies that are laboring for an open river to the sea.

The day was as perfect as could be, with the sun shining clearly, yet not too warmly, and with the rainclouds penned up in Western Oregon, behind Mount Hood and the Cascade Range. The addresses were made from a platform embowered with willow branches and adorned with flags, and at the foot of the platform rested the hammers ready for driving and the spikes ready to be driven.

The speakers were W. D. Wheelwright, president of the Portland Chamber of Commerce, who presided and introduced the speakers; George E. Chamberlain, Governor of Oregon; Governor Mead, of Washington; Senator Heyburn, of Idaho; Senator Fulton, of Oregon; Dr. N. G. Blalock, of Walla Walla; G. B. Dennis, president of the Spokane Chamber of Commerce; J. N. Teal, attorney for the Open-River Association.

### Those on the Platform.

And standing on the platform were many others who were not called on for remarks. It was such a union of Northwest personages as has never been seen before. Among the most conspicuous besides those already mentioned were Dr. J. B. Morris, president of the Lewiston Commercial Club; Colonel Judson Spofford, promoter of the Grangeville electric line; Henry Hahn, S. M. Meers, S. Frank, L. A. Lewis, W. J. Burns, Jefferson Myers, T. B. Wilcox, Tom Richardson, Major Langitt and E. M. Brannick, of Portland; F. I. Dunbar, Secretary of State; Charles S. Moore, State Treasurer; Binger Hermann, Representative in Congress; Malcolm Moody, of The Dalles; F. C. Elliott, of Walla Walla; E. H. Libby, of Lewiston.

### Wheelwright Makes Speech.

W. D. Wheelwright made the first speech, and in defense of the sand-driving bees he exclaimed, "Everything that blows for Oregon is welcome today, even if it be a wind." The speaker proceeded to say that in spite of progress in transportation facilities "men still go down to the sea in ships," and will continue to do so until the end of time, and that no highway of iron or steel or wood can ever be so cheap as the river highway constructed by the hand of Nature. The railroads might not now need river transportation on the Columbia as an adjunct, but the time will come when they will, and then the speaker suggested they might feel disposed to raise a monument to the memory of the promoters of the Portage Road.

Governor Chamberlain was welcomed by three cheers. He spoke of the energy and generosity of the people of the Columbia Basin in contributing heroically

and manfully from their own pockets to build the portage. It was "an auspicious day for the eastern and western parts of the country. Some day the railroads would bless the portage enterprise."

### Pledges His Support.

Governor Mead, of Washington, pledged his support "in co-operating with you in the work" toward securing "full and complete execution of God's laws as to transportation on the Columbia."

"In this enterprise," said he, "you are carrying out the work of that great commoner and tribune of the people, Thomas H. Benton, who 50 years ago was trying to find a way to the Orient."

Senator Heyburn, of Idaho, declared that the journey of the Mountain Gem had demonstrated that the Columbia "is navigable to this point," and continued, "But for this obstacle you have commenced to remove, we should go down and meet you at Astoria. Take away this obstacle with blast and pick and shovel and our people will come down to meet you with their oars and lumber and wheat and will pass beyond it to larger markets and a larger world. When you finish this canal we shall send the first boat through it loaded with the products and the citizenship of Idaho."

Senator Fulton pointed out that the Portage Road was but a temporary expedient, and that the canal work should be carried on. "We are glad to have here Senators and Representatives from other parts of the country," said he. "They will join with us in carrying on this great work."

Other speakers were: Dr. N. G. Blalock, G. B. Dennis and J. N. Teal.

### TAKE TRIP TO CELILO

### MANY CITIZENS OF PORTLAND IN THE PARTY.

### Are Joined at Hood River and at The Dalles by Big Delegations.

Portland sent to the Celilo portage yesterday a delegation of its most prominent citizens—more than 300 of them—accompanied by members of the Congressional party which attended the Lewis and Clark Fair opening Thursday. A special train of six coaches, furnished by the O. R. & N. without charge, bore the excursionists to their destination, starting from this city at 8:15 o'clock in the morning.

The Eastern visitors were highly entertained by what they saw, especially with the return, for some of them came back on the steamer Charles R. Spencer, arriving here at 8:30 P. M. Those who made the return by rail got back at 5:30 o'clock.

The trip was under the auspices of the Portland Chamber of Commerce, and was directed by W. D. Wheelwright, president of that organization, aided by E. C. Ginner, secretary; M. Moesslein, assistant secretary, and the open-river committee of the Chamber. Mr. Wheelwright played the part of an able director of ceremonies, and his many attentions to members of the party were appreciated. Likewise the favors of the O. R. & N., which, through J. P. O'Brien, general manager of the Harriman lines in Oregon, supplied the party with a comfortable train. The kindly spirit of the railroad was frequently commented on, for the O. R. & N. opposed construction of the portage road at first, and the obvious purpose of the portage is reduction of freight rates.

Many well-known men of Portland made the trip. Major Langitt and Captain Fries, of the Corps of United States Engineers.

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### FUGITIVE SHIPS REACH MANILA

### Missing Russian Vessels Which Fled Before Japanese Onslaught.

### FOUND BY ADMIRAL TRAIN

### American Commander Escorts Oleg, Jemtchug and Aurora From Lingayen Bay and May Intern Them—Story of Escape.

MANILA, June 3.—Rear-Admiral Enquist, who was commander of the heavy cruiser squadron of the Russian fleet, arrived in the bay at 9 o'clock this morning on board his flagship, the protected cruiser Aurora, accompanied by the protected cruisers Oleg and Jemtchug. All the vessels were more or less damaged and there were many wounded men on board.

Rear-Admiral Train, on board his flagship, the battleship Ohio, with the Wisconsin, Oregon, Raleigh and Cincinnati, was outside Corregidor Islands, maneuvering, when the Aurora saluted with 12 guns and the Ohio answered.

Admiral Train and his squadron accompanied the Russian vessels to Manila.

### Dash Through Fog to Open Sea.

In an interview, Rear-Admiral Enquist's executive officer said:

"When the battle began, the Admiral was aboard the cruiser Oleg, which was hit a number of times by the large shot. There was an incessant rain of shot from quick-firing guns and the ship was soon badly damaged.

The Admiral transferred his flag to the Aurora, which then drew the combined fire of many torpedo-boat destroyers at close range and the attack of submarines. We were overwhelmed by the latter. A mist arising, we made a dash for the opening sea, and were followed by the Oleg and Jemtchug."

Rear-Admiral Enquist is uninjured. Captain Egoroff, of the Aurora, was killed by a shell which struck the conning tower, and he was buried at sea the day before reaching Manila. On the Aurora three officers were wounded, 20 of the crew were killed and 35 were wounded. The losses on the Oleg were 13 of the crew killed, 15 wounded. On the Jemtchug the casualties were 21 junior officers killed and one wounded; 11 of the crew killed and 30 wounded.

### Vessels Not Badly Damaged.

From their appearance, the Russian vessels are not damaged below the water

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### CONTENTS TODAY'S PAPER

The Weather. TODAY'S—Cloudy in the morning, followed by clearing and warmer weather during the afternoon. Winds becoming northwesterly. YESTERDAY'S—Maximum temperature, 61 deg.; minimum, 33. Precipitation, 0.36 of an inch.

### The War in the Far East.

Three Russian warships arrive at Manila and may be interned there. Page 1. Disabled Russian destroyer towed into Shanghai. Page 1. Negotiations will be sent home by Japan. Page 1. Great powers back Roosevelt's efforts for peace. Page 2. Clear still hesitates between peace and war. Page 2.

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### Pacific Coast.

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### UNITE AGAINST COMMON ENEMY

### Hyde and Alexander Form Alliance to Keep Wall Street Out of Equitable.

### LINCOLN MAY BE CHAIRMAN

### Frick Committee's Report Causes Storm of Controversy and Reveals Contest Between Gould and Harriman.

NEW YORK, June 3.—Overshadowing in interest all the other sensational developments in the affairs of the Equitable Life Assurance Society attendant on the publication by the directors yesterday of the report of the Frick committee, comes the announcement that the controversy between President James W. Alexander and Vice-President James Hazen Hyde is at an end, and that these two gentlemen have concluded a defensive and offensive alliance. The basis of this agreement is reported to be that they should in the future devote themselves to the interests of life insurance and keep all Wall-street entanglements out of the affairs of the Equitable.

Mr. Alexander and Mr. Hyde were in conference today with certain of their friends and advisers for more than two hours. Deep interest attaches to the results of the unexpected turn of affairs, the general inference being that it predicts a very determined effort to reconcile the interests of the warring factions and re-establish the direction of the society on a basis acceptable to all.

It was also made evident today that there is scant probability that the resolution of the directors to create the office of chairman of the board, with plenary power over all departments and affairs of the society, will ever be put into effect.

### Robert T. Lincoln for Chairman.

After the conference between Mr. Alexander and Mr. Hyde, it was reported that Robert T. Lincoln had been agreed on by them as the man best qualified to assume the chairmanship of the board of directors.

The prominent features of the Frick report, about which there was boundless speculation when it was practically rejected and suppressed at the meeting yesterday, proved, when it was published in full today, to follow closely the outlines forecasted several days ago. Both Mr. Alexander and Mr. Hyde are severely criticized, and the report declares that, assuming Mr. Hyde to be guilty of the things charged by Mr. Alexander, the latter is "culpably negligent in acquiescing in them for so long a period, and in not bringing them to the attention of the board of directors."

### Hyde's Defense of Himself.

Counsel for Mr. Hyde issued late today a long statement defining Mr. Hyde's position in reference to the attacks on him. In this, attention is called to the fact that Mr. Hyde had repeatedly offered to trustee

### STRONG WORDS BY THE MAYOR

### Williams Makes Answer to His Detractors.

### HOW HE GRILLS NOTTINGHAM

### Tried to Sell the City Poor Cement, and Failed.

### ALWAYS AGAINST GAMBLING

### Reply to the Slanderous Circular Is Made in the Most Vigorous Language the Mayor of Portland Can Use.

Mayor Williams is posing as a reformer because he failed to sell the City of Portland bad cement.

Nottingham's cement was tried over in the Ladd Addition and it fell to pieces when it was dry.

I appointed Howell a member of the Executive Board because I thought the laboring people should be represented.

He thought he could be Mayor and the policy he adopted for his promotion was to smirch the conduct of his associates.

I found him a traitor and was advised to kick him out.

Howell is a poor miserable creature, whose weakness and ignorance entitle him to pity.

I have always opposed open gambling in the City of Portland.

I am perfectly willing, although I do not recognize any right in Mr. Nottingham to compel me, to answer questions.

I deny that there was any understanding, expressed or implied, between the city authorities and the gamblers.

Mayor George H. Williams did not deliver his open-air address on the Plaza last night. He was scheduled to have spoken to the voters and to have answered what His Honor terms the scurrilous attacks that have been made upon him through the medium of circular letters. Mayor Williams had too much regard for the health of the people who would be present to listen to him to ask them to stand on the wet grounds, so he gave out an interview emphatic in its denials of all the charges that have been brought up against him and severe in its denunciation of those men who signed the circulars.

The Mayor handles C. W. Nottingham and George H. Howell with the defamatory circulars, without gloves. He accuses Nottingham of attempting to unload upon the City of Portland cement that was worthless, and because he, Nottingham, was not permitted to do this, he became disgruntled and has had it in for the city administration ever since. Some of the cement offered by Nottingham, the Mayor declares, was used in the Ladd School addition, but it was so worthless that the work had to be torn up. George Howell is denounced, and what he has to say about the ex-member of the Executive Board speaks plainly of the contempt in which he holds Howell.

### Statement by the Mayor.

The Mayor's statement follows:

On account of the inclemency of the weather preventing the speech at the Plaza this evening, I wish to make a statement especially with reference to the circulars that have been issued by C. W. Nottingham and George H. Howell. Mr. Nottingham is now posing as a great reformer for this reason: He attempted to sell to the City of Portland a lot of cement which was unfit for use, and the City Engineer refused to accept it. He then filed charges against the City Engineer, alleging a discrimination against his cement. I called a meeting of the Executive Board, at which Mr. Nottingham, with his counsel, appeared, and evidence upon the subject was submitted and considered, and it was the unanimous opinion of the Executive Board that the cement was properly rejected by the City Engineer, and that it was an article that ought not to be used in public improvements.

### Falls to Pieces.

Some of it was used over on the Ladd tract in making a pavement, which fell to pieces very soon after it was laid. Nottingham is mad at me and is mad at my administration because he could not succeed in putting off upon the city a lot of his rotten and worthless cement.

### Howell Wanted to Be Mayor.

As to George H. Howell. When I organized the Executive Board I wanted all interests represented, and I appointed Mr. Howell as a representative of the labor unions of the city, so that if any question arose affecting their interests, there would be somebody on the board to speak for them. Howell, when the matter of electing a Mayor once began to be talked about, imagined that he could be elected Mayor of the city, and the policy he adopted for his promotion was to smirch the conduct of his associates on the Executive Board. I found him to be a traitor, and was advised to kick him out of the Executive Board, and I appointed Mr. Howell as a representative of the labor unions of the city, and I did not care to give him that position. He resigned of his own accord, since which time he has been vindictive towards me and my administration. He

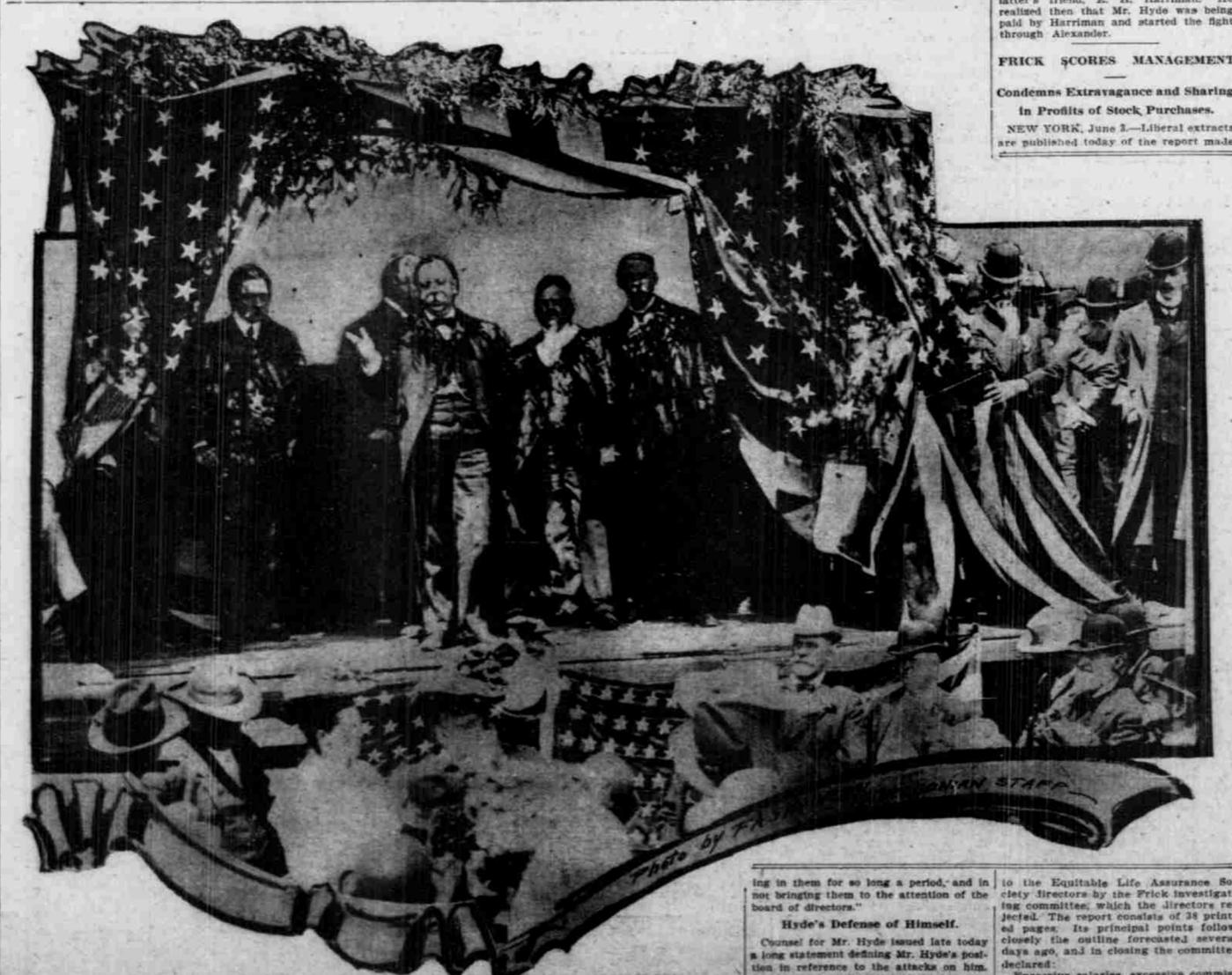
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### FRICK SCORES MANAGEMENT

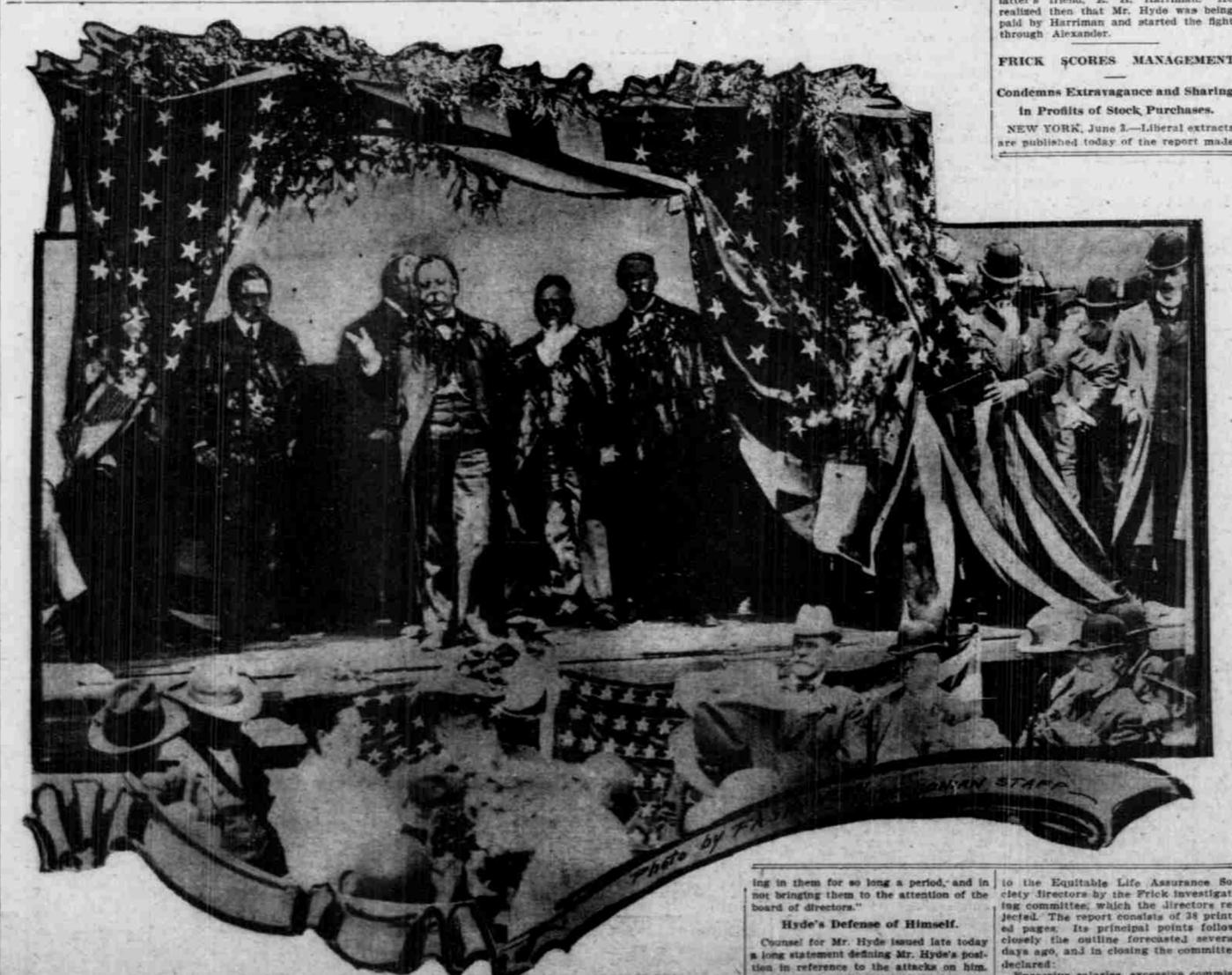
### Condemns Extravagance and Sharing in Profits of Stock Purchases.

NEW YORK, June 3.—Liberal extracts are published today of the report made

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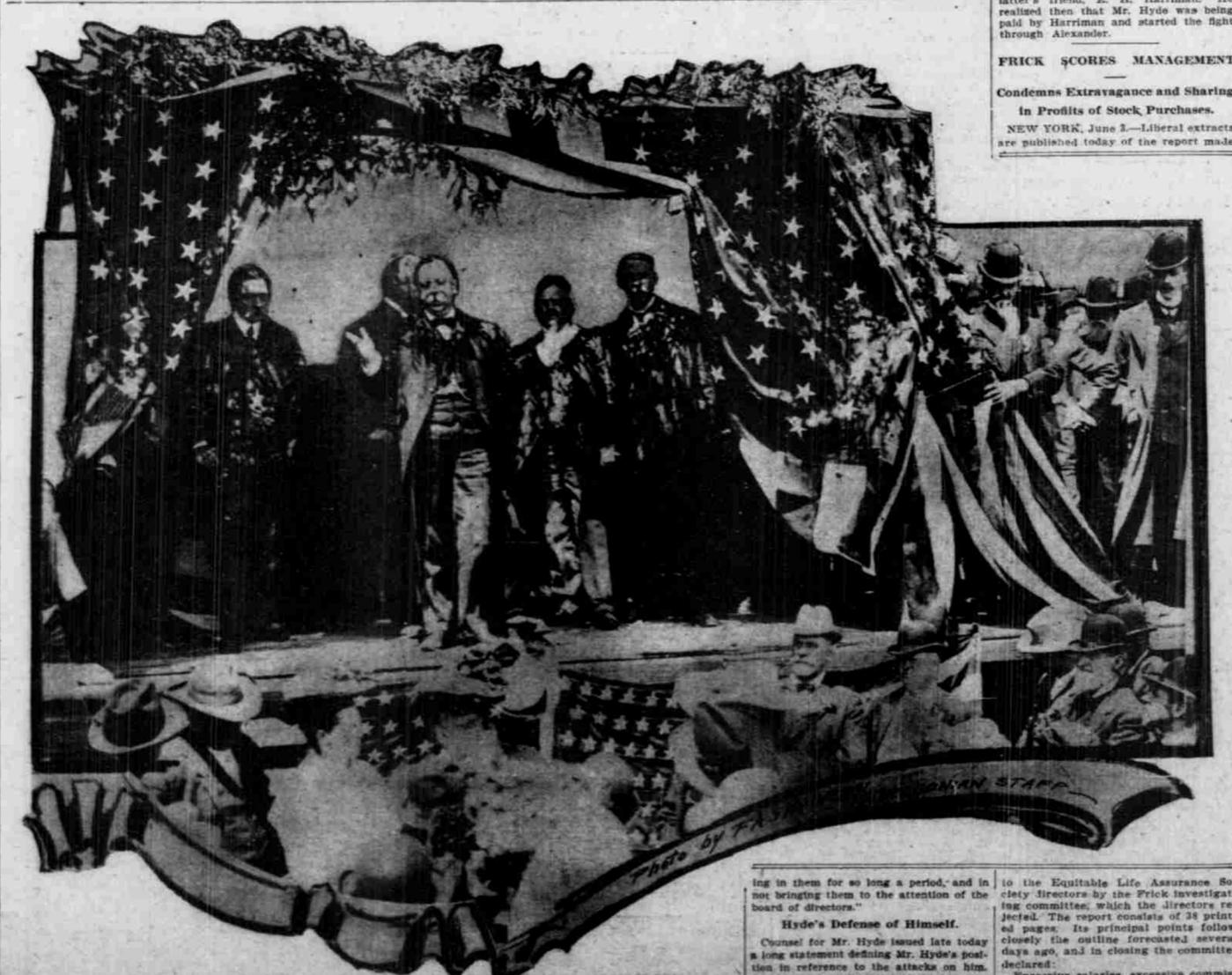
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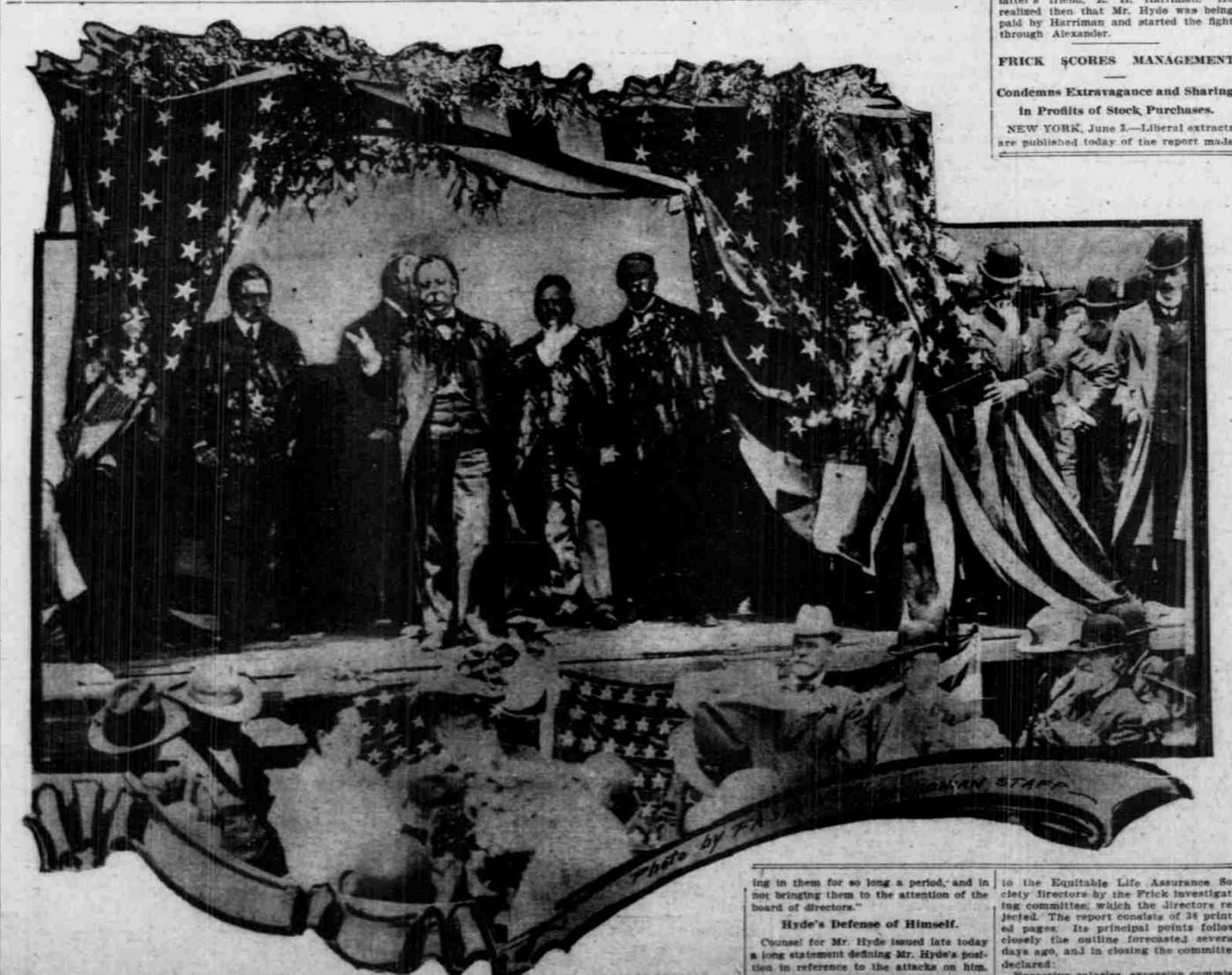
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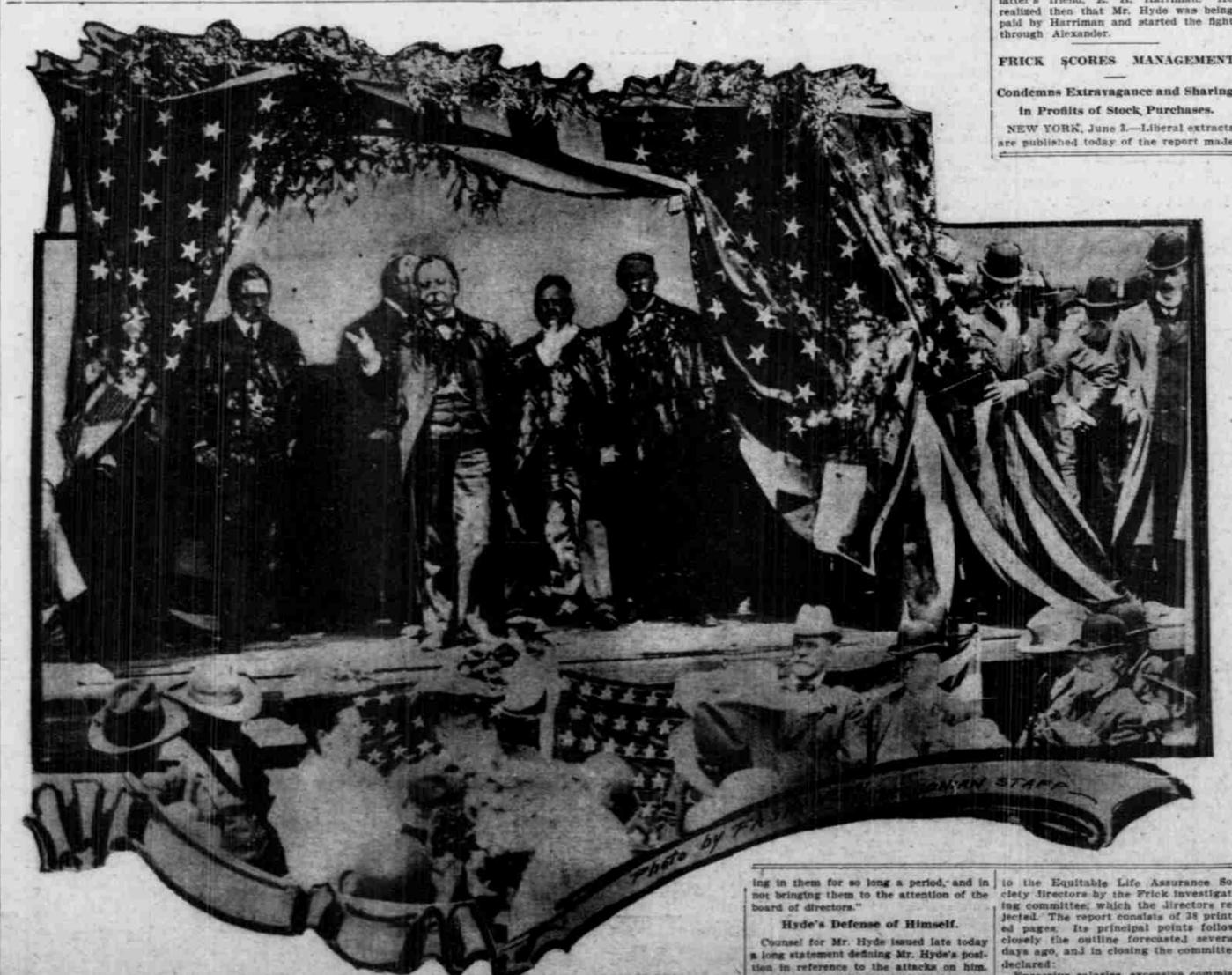
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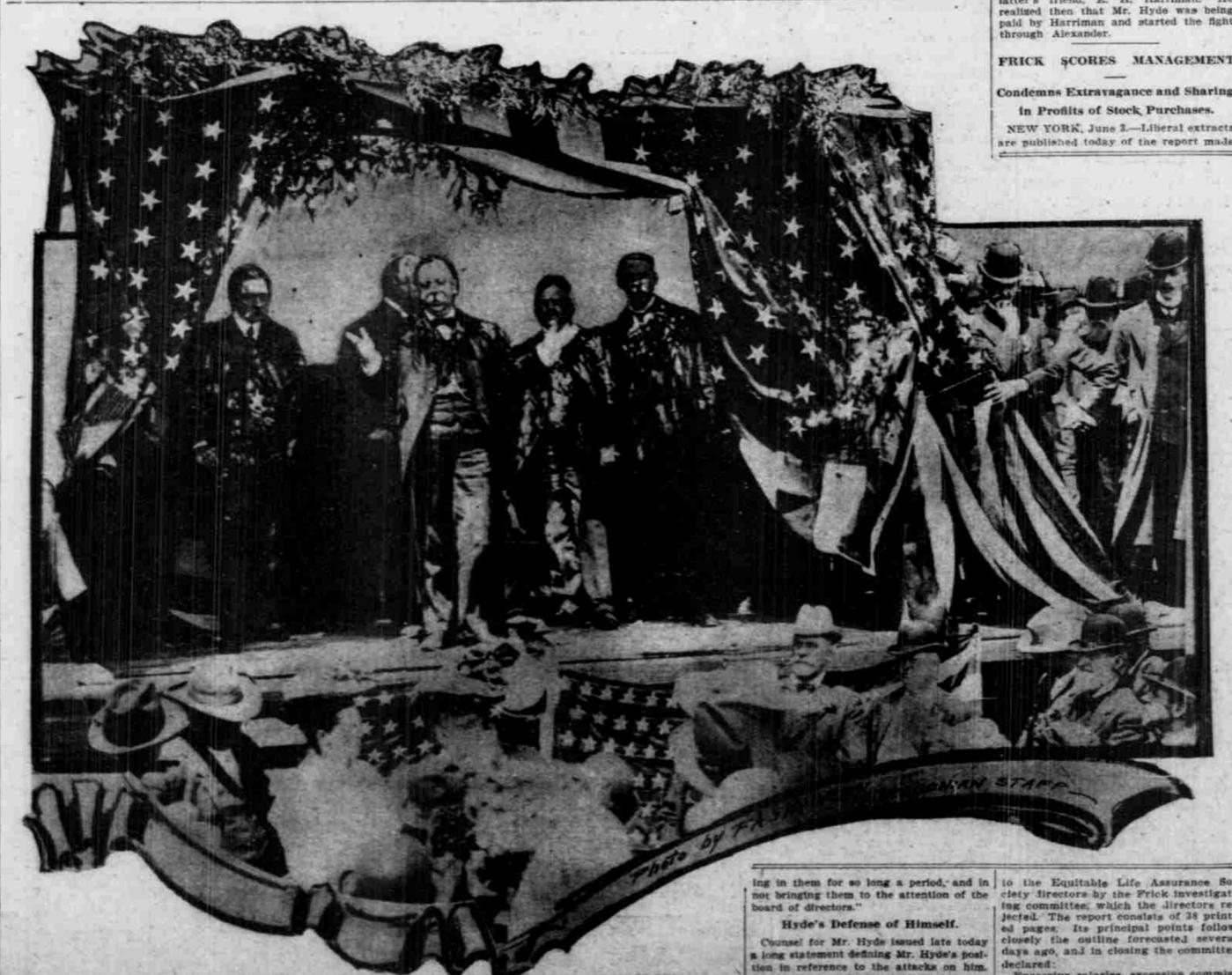
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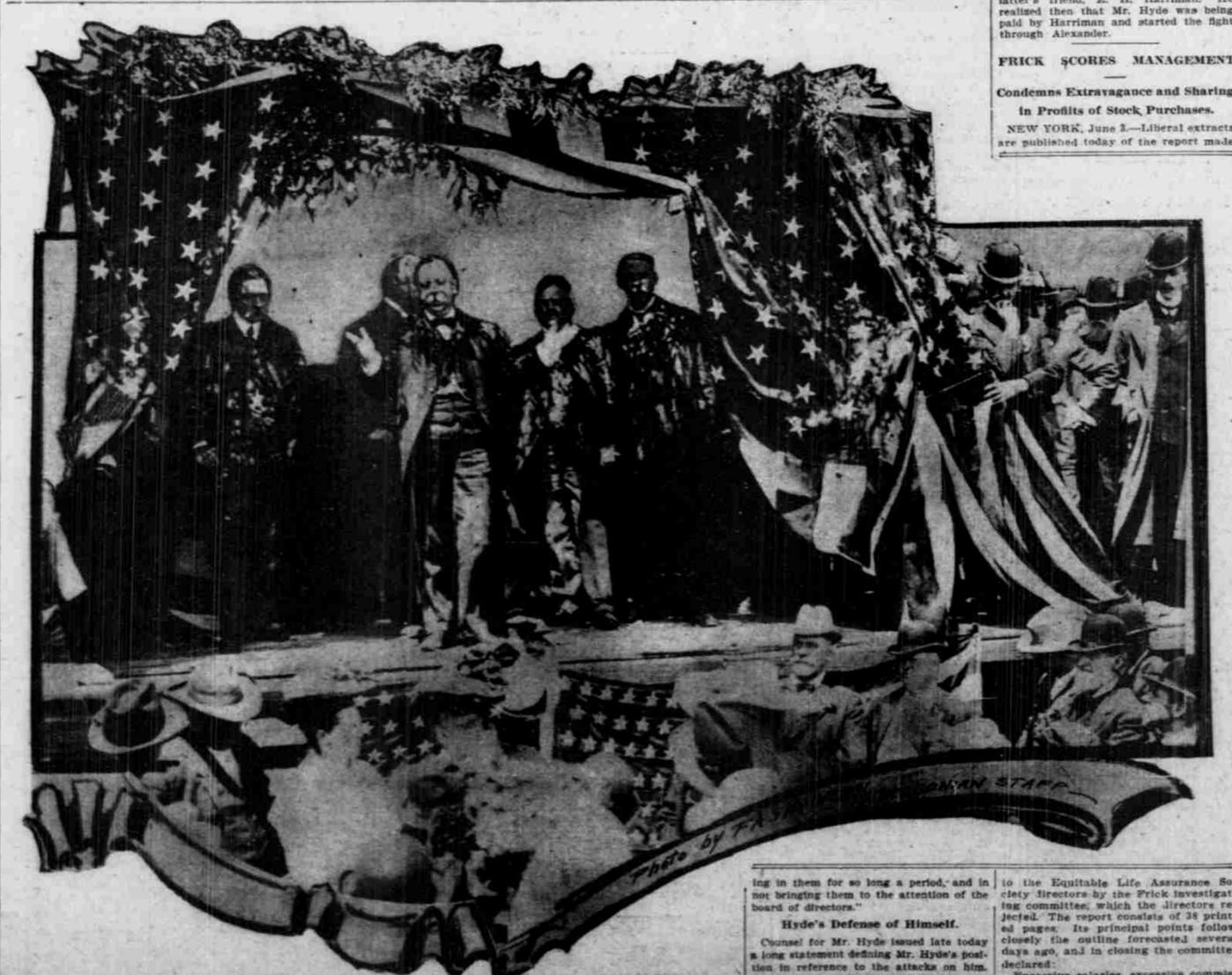
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