Morning Oregonian.

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MAY NOT BE DUNHAM.

San Jose People Do Not Identify the Suspect.

SAN JOSE, Cal., May 1.—Sheriff Langford and Deputy Sheriff Bache have arrived here from Wichita, Kan., bringing with them a man who was said to be James C. Dunham. This forenoon scores of people who knew him intimately came to the jail and positively asserted that the prisoner is not the long-sought-for murderer. Deputy Sheriff Marcen, who yesterday was positive that the man was Dunham, is today equally positive that his first opinion was erroneous. Many residents of Campbell came in, and none identified the prisoner as the man wanted. The prisoner says that he did not make a confession in Kansas, and that he is not the murderer.

The crime for which Dunham has been hunted was most atrocious. The night of May 27, 1886, Dunham strangled his wife as she lay in bed. Then he brained Minnie Shesler, a servant, with an ax, and almost killed Mrs. McGlincy, Mrs. Dunham's foster-mother. Colonel McGlincy, James K. Wells, Mrs. Dunham's brother, and Robert Briscoe were shot as they returned at midnight from a meeting near San Jose. Dunham then saddled a horse and escaped to the hills. No trace of him was ever found, and, though 20 men have been arrested on suspicion in various parts of the country, the man who has just been brought from Kansas is the first to answer the description of the murderer. The suspect says his name is Charles F. Crill; that he was born in Rome, N. Y., in 1860.

PUEBLO, Colo., May 1.—Charles F. Crill was formerly an advertising solicitor in Pueblo, and left here for Cripple Creek about five years ago. He was married while here to Miss Schreiber.

The Case of Callahan.

OMAHA, Neb., May 1.—James Callahan, in Judge Baker's court this morning, was permitted to withdraw his plea of not guilty to the charges of grand larceny, robbery and false imprisonment in the Cudahy kidnaping case, and to enter a plea at bar that, having been acquitted last week on trial for highway robbery of Cudahy, he could not be put in jeopardy again for that affair. When the trial is called, if at all, on these three remaining charges, the plea at bar will be passed upon. The state will probably file charges of perjury committed in last week's trial, the maximum penalty for which is 14 years. General Cowin believes that the plea at bar will effectually stop any trial on the three charges in connection with the abduction to which it is set up.

Mrs. Nation in Jail Again.

WICHITA, Kan., May 1.—Mrs. Carrie Nation returned to Wichita this morning, and went directly to the jail, where she occupies the rotary cell.

THE EMIGRANT GAP WRECK

Full List of Casualties in Southern Pacific Accident.

SAN FRANCISCO, May 1.—The list of casualties as a result of the wreck at Emigrant Gap last night has been received by the Southern Pacific Company. There was only one man killed, Fireman T. Sanders, of the second section. The following passengers sustained slight injuries: Max Wesendock, 20 Nassau street, New York; Mrs. R. L. Rike, Dayton, O., slight bruise on the shoulder; Mrs. C. Silverton, Colorado, bruise on the right heel; her son was slightly scraped upon the head; Mrs. L. H. Kenny, Philadelphia, slightly bruised and contusion on left cheek; Dr. J. D. Kalkers, slight abrasion of chin; H. C. Breedon, slight cut on face; Mrs. John Osbourne, nose bruised; D. O. Mills, slightly bruised; Whitelaw Reid, cut on face by broken glass; G. L. Fisher, colored waiter, neck bruised; S. Swengheim, colored waiter, right arm bruised; C. Swayze, colored waiter, leg bruised; W. H. Hays, colored waiter, strained back and slight bruises.

The Engineer Was Killed.

HELENA, Mont., May 1.—A Great Northern express train was wrecked 1½ miles west of Fort Benton this morning. The engine, tender, baggage and mail cars were ditched, and Engineer John Wilkinson was killed. The fireman was thrown 150 feet down an embankment, but received only slight injuries. No passengers were injured. The wreck was caused by a washout. Wilkinson lived in Great Falls, where he has a family.

Attached a Patrol Wagon.

ZANESVILLE, O., May 1.—To satisfy a judgment against the city which the Council had neglected to pay, Attorney S. M. Winn secured from the Common Pleas Court an execution under which the Sheriff seized the city's patrol wagon and team. Mayor Holden thereupon summoned a force of police and recaptured the outfit. Later, on meeting the Sheriff, the Mayor is alleged to have cursed the court. Judge Fraiser has named a commission of attorneys to report whether the Mayor and patrolmen are in contempt.

"Apache Kid" Executed.

HERMOSILLO, Mex., May 1.—The leader of a band of Yaqui Indians, who was captured a short time ago at Cuesta Alta by a detachment of Government troops, has been executed at Antejuda by order of General Lorenzo Torres. Prior to his execution he was positively identified as "Apache Kid" by Alexander MacDonald, an American scout in the Government troops, who said he knew the "Kid" well in Arizona.

Disorders Renewed in Algiers.

ALGIERS, May 1.—Anti-Jewish disorders have been renewed in Algiers and the troops have occupied various parts of the town.

ROAD TO ST. JOHNS

O. R. & N. Co. Ready to Begin Work at Once.

OPENS BIG FACTORY DISTRICT

Hand of Northern Pacific Railroad Seen in the Price Asked for Right of Way Across Mock's Bottom.

The Oregon Railroad & Navigation Company will build an extension to St. Johns as soon as it can get the right of way. Surveys have been made, the line has been located, and the company is anxious to begin work at once. Application was made to the County Court yesterday for permission to build on Bradford street in St. Johns. This being a street in an unincorporated town, is under the jurisdiction of the County Court. County Surveyor John A. Hurlburt was directed to investigate and report.

That the O. R. & N. realizes the value of the Peninsula as a manufacturing field is shown by the following statement which President Mohler made to an Oregonian reporter yesterday:

"Yes, the Navigation Company is endeavoring to acquire right-of-way for the extension of the St. John's line, for the purpose of affording locations to industries likely to seek Portland, especially of a manufacturing character, where suitable ground can be obtained at reasonable cost.

"Portland's ultimate strength will lie in her being able to manufacture a large per cent of what she sells—this is what will make a solid and permanent commercial center.

"Other than this, notwithstanding the large outlay required, the Navigation Company has no other interest."

It is not unlikely that the O. R. & N.'s move on St. Johns will precipitate a big fight with the Northern Pacific. This company's protege—the Washington & Oregon—seems to be on the ground floor at Mock's bottom, through which the O. R. & N. asks right of way. A high price is demanded for the privilege, and as the O. R. & N. considers it exorbitant, the case will probably go into the courts.

The O. R. & N.'s purpose in extending its line to St. Johns is to make accessible to transcontinental railroad transportation a large area on the Peninsula which is suitable to manufacturing. Among the big enterprises mentioned in connection with the Peninsula are a $1,000,000 smelter, a sugar refinery and a foundry and machine shops. The company is interested in having these plants located close to its terminal as its railway and steamship lines tap the sources of the raw material and have access to the distributing markets. In addition to this, if the East Side gets the new drydock, St. Johns will stand a good show of being the location.

The route which the O. R. & N. has surveyed to St. Johns passes from south to north through what is known as Mock's bottom, a tract of 370 acres lying to the east of Swan Island. When this land was sold to Russel & Blyth for $50,000 on April 6, the general impression was that the O. R. & N. Co. was the real purchaser. The sale was taken as the indication of a very important movement in which the O. R. & N. was thought to have a hand. It was believed that the plan in view included the use of a large portion of the low-lying land for docks for shipping. Slips for vessels can easily be excavated at that place, and there is ample room. Switches and tracks can be run into every slip.

Asks $10,000 for Right of Way.

It is now clear that Mock's bottom was not bought for the O. R. & N., and that the company has no interest in the land. Mr. Russell and Mr. Blyth authorized a statement to that effect when seen at their office yesterday. They declined to say for whom the land was bought, or what use is to be made of it. Neither would they discuss the negotiations which the O. R. & N. has had with them relative to securing right of way through the bottom. It was learned from another source that Russell & Blyth ask $10,000 for the right-of-way privilege; that the O. R. & N. has refused to pay this amount, and that the negotiations are practically off. The only course now open to the O. R. & N. Co. is condemnation proceedings against Russell & Blyth. Mr. Russell and Mr. Blyth were told that this would probably be the next step. Mr. Blyth said the firm is not worrying; that it owns the land and that there are other railroads besides the O. R. & N.

It is apparent that Russell & Blyth get their stiffening from some understanding or agreement with the Washington & Oregon, which is building from Kalama to Portland, crossing the Columbia River at Vancouver on a bridge which will cost $1,250,000. This is in reality a Northern Pacific enterprise, though reports have it that the Great Northern and the Chicago, Burlington & Quincy are interested. The preliminary survey made by the Washington & Oregon for entry into Portland begins at Fowler avenue, at the Northern boundary of the city on the East Side. It follows Fowler avenue until it comes to the high ridge overlooking Mock's bottom, where a tunnel is made to reach the bottom. From the bottom the survey diverges. One strikes westward and contemplates a bridge across the Willamette, with piers resting about the center of Swan Island. If this route is adopted, the Washington & Oregon will connect with the Northern Pacific's present road to Puget Sound and thus have access to the Union Depot. The second survey, leaving the point of divergence on Mock's bottom, skirts the Eastern bank of the Willamette to the steel railroad bridge. Lines have been run for a new bridge to cross the Willamette approximately between the old drydock site on the East Side and the O. R. & N. boatyard on the West Side. The Washington & Oregon engineers do not think favorably of this second bridge, and have put it on their maps simply to show that the plan is feasible. The purpose of the Washington & Oregon, of course, is to reach the West Side. If this cannot be done by a route leading to the steel bridge there remains the plan of bridging the Willamette at Swan Island. Mock's bottom is considered the best route for the O. R. & N.'s extension to St. Johns. It is also the Washington & Oregon's best way of reaching the water front on the East Side. The importance of the bottom to the two great railroad systems doubtless explains the stiffness of Russell & Blyth in the right-of-way matter.

The O. R. & N.'s Petition.

Following is the O. R. & N.'s petition to the County Court:

Your petitioner, the Oregon Railroad & Navigation Company, presents this its petition, and respectfully shows to your honors as follows:

That the petitioner is a corporation, duly organized and existing under and by virtue of the laws of Oregon, and has its principal office at Portland, Or. That it has power among other things, by its articles of incorporation as amended and by resolution of its board of directors, a certified copy of which has been filed as required by law in the office of the Secretary of State of the State of Oregon, to construct a line of railroad from the City of Portland, State of Oregon, to the town of St. Johns, in said state, and to carry freight and passengers thereon, and to collect tolls for the carriage of the same.

That petitioner did, heretofore, by resolution of its board of directors duly passed, adopt a definite location of its line of railroad between said points; that a portion of the said line of railroad as so located extends along what is known as Bradford street, in St. Johns, as the same is shown on the recorded plats thereof.

And your petitioner further shows to your honors that it desires to construct said line of railroad from said City of Portland, Or., to said town of St. Johns, in said state, at once, and that in the construction and operation of said line of railway it is necessary that petitioner acquire the right to lay and maintain upon said Bradford street the main track of its said railroad, and also to lay and maintain upon the easterly half of said street and parallel to its said main line through said street, a double-ended sidetrack, in order that petitioner may properly and expeditiously carry on its said business as a common carrier and to afford proper and convenient service to the public.

QUENTIN SALLES SURRENDERS

The End of Organized Opposition in Panay.

WASHINGTON, May 1.—The War Department this morning received the following cablegram from General MacArthur at Manila:

"Quentin Salles surrendered at Ilo Ilo April 21. All organized opposition in that island ended."

CHURCH IN PHILIPPINES.

Archbishop Ireland Confers on the Question With Root.

NEW YORK, May 1.—Evidence that the Philippine trouble is rapidly drawing to a close, says a special to the Tribune from Washington, is found in the fact that Archbishop Ireland has been in Washington for two or three days, and has held several conferences with Secretary Root. From the beginning of the negotiations looking to a settlement of the church question, Archbishop Ireland has been the representative in this country of the Vatican. The distinguished prelate has succeeded in keeping himself from the public view in his present visit to Washington, and this circumstance adds strength to the belief at the capital that he has come to confer with the authorities regarding the treatment to be accorded to the millions of church property of which the friars have been dispossessed by the insurrectionists.

In the last month Judge Taft has sent to Secretary Root many confidential communications on this subject. It is presumed that they contain recommendations which the Secretary is now studying carefully so that he may assist the Taft Commission in formulating a policy to be pursued toward the church interests. Archbishop Ireland also is supposed to be prepared to deal finally with the question for the church, and it is therefore thought that he and Secretary Root can soon arrive at a decision satisfactory to all interests involved. Their decision will probably be communicated at an early date to Judge Taft for his guidance.

Deaths in MacArthur's Army.

WASHINGTON, May 1.—General MacArthur, at Manila, reports the following deaths since last report:

Drowned, bodies recovered—April 11, Oscar E. Weeding, Twenty-seventh Infantry; April 17, John Lessman, Twenty-eighth Infantry; April 26, Corporal James D. McGill and Robert L. Tipps, Twenty-first Infantry.

All other causes—April 22, Corporal Elwood A. Forman, Twenty-ninth Infantry; April 21, John H. Halter, Sixth Infantry; April 20, John E. Garnder, Third Infantry; April 24, Robert C. Wood, Third Infantry; April 23, Powell V. Diggs, Third Cavalry; April 19, Samuel Boggs, Ninth Cavalry; April 17, Green Badgett, Twenty-fifth Infantry; April 27, Sergeant Henry Thomas, Twenty-fourth Infantry; April 26, Joseph H. Reafern, Third Infantry; April 23, Clarence Dill, Fourth Infantry, and Charles Norwood, Battalion of Engineers; April 20, Elven Pace, Fifth Infantry; April 13, Fred Robinson, Ninth Cavalry; March 14, Eugene E. Sigsbee, Fortieth Infantry; April 20, Lorenzo Smith, Twenty-first Infantry; April 19, Corporal Frank E. Waldron, Fifteenth Infantry.

American Beer in the Orient.

LOS ANGELES, Cal., May 1.—Several months ago a local brewing concern dispatched an agent to Manila with 36,000 bottles of beer. The Government inspectors examined the beer, commended its qualities, and it was immediately sold for cash. In addition, contracts were signed by C. Heinzer & Co., of Manila, for 500 barrels of beer per month for a period of four years, and with N. Conaguke, contracting agent for a large Chinese concern, for 100 barrels a month for two years. Both firms previously imported German beer, which it is claimed does not keep well in the tropical climate. The largest contract secured was with the Russian Government's purchasing agent at Port Arthur, who contracted on behalf of the government to take 1000 barrels a month. The local concern now has under consideration a plan to establish a branch brewery at Manila with a capacity of 50,000 barrels a year.

Volunteers Mustered Out.

SAN FRANCISCO, May 1.—The Twenty-eighth Infantry was mustered out today at the Presidio. The Thirty-fifth will be mustered out tomorrow.

Counterfeiters' Plant Captured.

BUTTE, Mont., May 1.—The arrest a few days ago of William Dougherty and John Mulligan for passing counterfeit $10 gold pieces has led to the capture of a complete outfit for making spurious coin. The movements of both men were traced and it was found they made frequent trips to a cabin on the Northern Pacific a few miles this side of Pipestone Springs. Today, Chief of Police Lavelle and Detective Murphy went to the cabin and there found one of the most complete plants for making bogus money ever seen in these parts. Jim Webber, the man in charge of the cabin, was arrested. The police say he has served a term in the Idaho penitentiary for the same offense.

Canadians Challenge Oxford.

OXFORD, England, May 1.—A challenge has been received here by the Oxford University Athletic Club from McGill University of Montreal and the University of Toronto to an athletic meeting to take place in Montreal previous to the Oxford-Cambridge and Harvard-Yale meeting at New York. The general opinion here is that the challenge should be accepted.

Dietrich Resigns as Governor.

OMAHA, Neb., May 1.—Senator-elect Dietrich this morning resigned as Governor, and was succeeded by Lieutenant-Governor Savage.

IN THE COTTON BELT

First Visit of a President to New Orleans.

BANQUETED BY BUSINESS MEN

Speeches at Jackson and Vicksburg, Miss.—This Evening the Journey to California Will Be Resumed.

NEW ORLEANS, La., May 1.—The Presidential party traveled across the cotton belt today from Memphis almost to the Gulf of Mexico. Down the low-lying Yazoo Valley, fertile as that of the Nile, it went to Vicksburg, teeming with its memories of 30 years ago, thence east to Jackson, the capital of Mississippi, and from there down into the land of the magnolia and the orange to this romantic city near the mouth of the Mississippi, with its traditions of French and Spanish rule.

The outpourings of the people to see the Presidential train along the route today were larger than on the two previous days and the demonstrations at Vicksburg and Jackson, the two principal stops, were very striking. At some of the stations the crowds actually impeded the passage of the train and the engineer was obliged to slow down to avoid running over enthusiastic people. As the sun was lowering, the train crossed the bayous with their tangles of moss-covered cypress and live oak, and, skirting Lake Pontchartrain, steamed into New Orleans.

This is the first time New Orleans has ever had a visit from a Chief Magistrate of the Nation and it was a royal reception which the old city extended to President McKinley. The air was full of the boom of cannon and the screams of whistles of the harbor craft as the train drew into the station. Here the President and his party were greeted by Governor Heard, Mayor Capdeville, Senators McEnery and Foster, the entire Louisiana delegation in Congress, the City Council and representatives of the various exchanges. While the Mayor was formally extending the hospitality of the city to the President, a fine military band was completely drowning his words with New Orleans' favorite air, "Louisiana Lou." The crowd around the station was so dense that it required heroic efforts of the police to keep the path to the carriages clear. A big military parade, consisting of the Louisiana Cavalry troop, the Washington Artillery and all the militia from this end of the state, escorted the party along Camp and Canal streets to the new St. Charles hotel. The crowds in the streets were tremendous. The iron-wrought galleries which embroidered the fronts of the buildings fairly groaned under their burdens of human freight. Never, except in Mardi Gras times, were they known to be so choked and jammed with surging humanity. The feature of the crowd was the great number of handsome women who watched the procession from the windows and galleries. Mrs. McKinley and the ladies of the party dined quietly at the hotel and later received the ladies of New Orleans.

The New Orleans Banquet.

The President and his Cabinet, with the other gentlemen of the party, were given an elaborate banquet at the hotel in the evening. About 300 of the prominent men of New Orleans were present and the banquet is said to have exceeded in every respect anything of a similar character attempted heretofore in this city.

Senator McEnery presided. Governor Heard, Mayor Capdeville and the President responded to toasts. It was 10:30 when the President rose to speak. He said:

"Mr. Governor, Mr. Mayor and Gentlemen: I cannot find praise or speech to express the profound appreciation which I feel for the warmth of your welcome and for the gracious words spoken in your behalf by the Governor of your commonwealth and the Mayor of your city. Since my journeying through the South, leaving Washington last Monday morning, I have received in every state through which I have passed, in every city and village, town and hamlet, a genuine greeting from all the people, and tonight I have the crowning consummation of a welcome from the representative people of the Crescent City.

"The Governor has well said that we will always have differences. Men who think for themselves will always have convictions upon public questions, and those convictions cannot always be the same. The difference of opinion is granted, and freely granted, among American freemen, and fully exercised by the American people. I was wondering, while the Governor was talking, what really were our differences. My eyes turned toward Judge Blanchard, and I recalled that we did not differ about river and harbor improvements, and that we were in favor of every just and reasonable extension for the improvement of the commerce of the Mississippi River. When I heard the Governor tell what I knew so well, and had occasion so many times to feel, how the people of Louisiana rallied around the Stars and Stripes, and were earnestly urging for an opportunity to go to Cuba to fight the battles for an oppressed people, I could not but think that there were no differences between us in the war with Spain. And tonight, I remembered—it is only a memory—how the citizens of Louisiana gathered about the table of the ways and means committee when I had the honor of presiding over that committee, assuring me that they must have protection on sugar and rice. And then I reflected that there was no difference between us about protection—certainly none on the question of sugar—and then when I remembered that this banquet is held tonight in the City of New Orleans, and recalled that it was your territory that had expanded into more states than any other territory that ever came to the United States, it did seem to me that possibly we were not greatly in disagreement on the subject of expansion. And then I remembered also that you had always been in favor of internal improvements and of external commerce, and we are all for those things.

"There is nothing we need so much as commerce. Commerce is a great diplomatist. Fair trading makes fast friends. Commerce, like a circulating library, carries enlightenment wherever it goes. And then I remember that we are all for the open door in China that we may send our products of the cotton fields, made up into cotton goods, to the millions in the Orient."

A guest here called out: "But the Isthmian canal?"

"And then—but I cannot pursue it further, for I don't think it is well to disclose too much unanimity here tonight. Am I mistaken when I say that upon another subject we are in agreement? We are for good money, and plenty of it. So when I remembered what had been told me just before leaving Washington—that I must be careful to speak of nothing about which there would be differences, and my friends said 'You will be very much limited in your field of discussion,' when I came to reflect to see what a wide, broad field it is, to discuss only those things about which we are in accord would take more of my time than I could claim of yours.

"My fellow-citizens, history cannot omit New Orleans from its pages. Its past will always engage our admiration. Its romance of antiquity, the quaintness of ancient days is combined with a spirit of energy which makes it one of the most progressive of our modern marts of commerce. Its historic associations have secured for it an enduring place in the annals of the American Republic. It has not always been under the same form of government, and the same sovereignty. The map of more than one nation has traced it within its boundaries, and in more than one language its laws have been administered within a period of little more than a century.

"Jefferson appreciated more than any other public man the commercial advantages of the Crescent City. The flag which Jefferson raised over this city Jackson successfully defended with the brave volunteers of the Territories of Louisiana and Mississippi. Illustrious in American history is the 8th of January, the day on which was fought the battle of New Orleans. If there are two names to be revered more than others, they are Jefferson and Jackson. (Applause.) Precious, however, as they are in your hearts and history, they don't belong to you alone. The whole Nation claims them and renders grateful homage for their priceless services to country and to mankind. They belong to civilization and to the ages. What history they have made! To be the author of the Declaration of Independence was honor enough for any life. To have made the treaty with France, adding to the Union a territory larger than the 13 original states, and out of which have been carved six entire states, and parts of six others, resting forever upon the principles of that immortal instrument, crowned a single life with a record of achievement with few, if any, parallels in human history."

Tomorrow the party will drive about the city in the morning and in the afternoon take a sail along the river front. At 6 o'clock in the evening the Presidential party will resume its journey towards the Golden Gate.

THROUGH MISSISSIPPI.

First Speech of the Day Was at Vicksburg.

VICKSBURG, May 1.—Through the low rich valley of the Yazoo the Presidential special sped southward to New Orleans today. Although the President and his party did not reach the train after the big demonstration at the Memphis banquet last night until after 1 o'clock, the President was up early this morning. Several times he appeared on the rear platform and acknowledged the cheers of the crowds at the small stations with a wave of his hand.

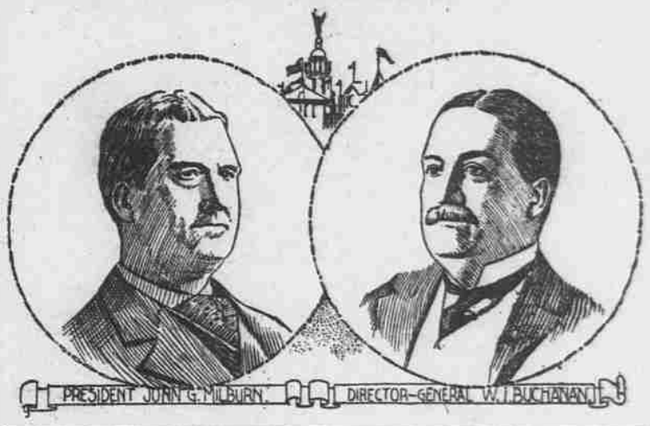
Among the members of the Cabinet, the President's speech last night, with its pointed allusions to the principle of subsidies as a means of enlarging transportation facilities for the expanding South of Greater America, with the shining picture he drew of the commercial possibilities in the Orient under the "open door" policy in China, to which his administration has secured the adherence of the other powers, is regarded as an exceedingly important utterance and one which will instantly receive the attention of the country. His reference to the action of the Tennessee Legislature, which half a century ago claimed that the cotton trade of the Orient belonged legitimately to the South, is considered particularly forcible.

Vicksburg, with its swarming memories of the Civil War, was reached at 12:20 o'clock. In reply to the welcome extended by the Mayor and citizens, the President spoke as follows:

"It gives me very great pleasure to receive the official greeting of the Mayor and the warm-hearted touch of the people as they give us greeting to this historic city. The highest expression of satisfaction at this most cordial reception is in the single word that you make me feel at home. Nowhere in my native state of Ohio could I receive warmer or more sincere welcome than I have received at the hands and from the hearts of the people of Mississippi, and in the moment that I have to enjoy with you I can only make my acknowledgments and congratulate you on the fact that you share in the universal prosperity and contentment so characteristic at this time of every part of our common country. We know that, whatever others may say or think, this, to us and for us, is the best country in the world. It is the land we love and it is the land of possibilities and of

(Concluded on Third Page.)

OFFICERS OF THE PAN-AMERICAN EXPOSITION.



GATES WERE OPENED

First Day of the Pan-American Exposition.

RAIN KEPT THE CROWDS AWAY

Formal Dedication Ceremony Postponed Until May 20—Efforts Being Made to Get Exhibits in Place.

BUFFALO, May 1.—The beautiful electrical display tonight was the culminating event of the opening day of the Pan-American Exposition. The attendance this morning was small, owing to the weather, which kept many away from near-by towns. Later in the day, when the sun broke through the gray clouds, the crowd began to assume the proportions of an exposition throng, and tonight thousands passed through the turnstiles.

The gates were opened this morning without ceremony, the opening day ceremonies having been postponed until May 20, when they will be combined with dedication day exercises. The change in the date, however, did not cause a relaxation of the strenuous efforts being put forth by every one connected with the exposition to have everything as nearly ready as possible for today's opening. The appearance of the buildings and grounds this morning bore ample evidence of their efforts. Storm and the inevitable delays incident to any undertaking of such magnitude made impossible the realization of the hope that this might be the first of the great expositions to be completed on its opening day. But so much more already has been wrought than was deemed possible at the inception of the project that all are satisfied with the extent and beauty of the fair as it appears this morning, carried through the beginning by the citizens of Buffalo without state or Federal aid.

William Hamlin was permitted by agreement to purchase the first ticket, having offered some time ago to pay $500 for the privilege. The ticket was sent to him yesterday. At noon the paid admissions only aggregated about 1,000, the majority of the visitors being employes or others entering on passes.

At noon the Government Building was thrown open and General Brigham made an address. The following message from Secretary Cortelyou conveyed the congratulations of President McKinley:

"Memphis, Tenn., May 1.—The President directs me to convey his congratulations to the citizens of Buffalo upon the auspicious opening of the Pan-American Exposition, so rich in blossom and ripe in expectations. May the hopes and ambitions of its promoters be realized to the fullest measure."

In the Government Building many of the exhibits were practically complete. In the midway Bostock's animals, the Indian Congress, the Hawaiian Village and other features were ready for business and attracted many of the visitors.

At 2 o'clock a salute of 45 aerial bombs was fired and simultaneously hundreds of flags were raised on the buildings and grounds.

THE SAN JUAN FIRE.

Property Loss Amounts to Three Hundred Thousand Dollars.

SAN JUAN, Porto Rico, May 1.—The fire which broke out on the pier here yesterday afternoon destroyed that structure and its entire contents. The total loss is estimated at about $300,000, but the losses are believed to be fully insured, with the exception of about $75,000 worth of cargo awaiting steamers. Eight thousand sacks of sugar were awaiting ships due here today.

Mayor's Resignation Demanded.

LOGANSPORT, Ill., May 1.—At a session of the City Council tonight a resolution was passed demanding the resignation of Mayor George Q. McGee, who is charged in the resolution with being an excessive user of intoxicating liquors. Mayor McGee is a Republican, and has held the office two terms.

SUMMARY OF IMPORTANT NEWS.

Federal Government.

The Presidential party is in New Orleans. Page 1.

Merchants of New Orleans gave a banquet to the President. Page 1.

Venezuela satisfactorily explains the Bliss incident. Page 6.

A Congressional committee will inspect harbor improvements on this Coast. Page 6.

Foreign.

The usual May day disorders were reported in Europe. Page 2.

The man who robbed the American Express office in Paris has been arrested. Page 2.

The amount of Chinese indemnity has been fixed at $273,000,000. Page 2.

Domestic.

The Pan-American Exposition at Buffalo was opened. Page 1.

Cooks and waiters are on strike at San Francisco. Page 2.

Vanderbilt and Gould have been heavy buyers of Union Pacific. Page 5.

Pacific Coast.

A company has bonded 1000 acres of land near Roseburg for coal mining. Page 4.

Apportionment of the 5 per cent fund from sale of public land has been made between Oregon counties. Page 4.

Ex-Fish Commissioner Reed of Oregon has applied for a writ of mandamus to compel payment to him of salary and expenses. Page 4.

Commercial.

Portland market quotations. Page 11.

Domestic and foreign commercial news and quotations. Page 11.

Transactions of New York Stock Exchange. Page 11.

Marine.

British ship Cypromene ordered to Portland from San Francisco heads. Page 10.

Big shipbuilding plants may form a combine. Page 10.

Portland and Vicinity.

O. R. & N. Co. will build to St. Johns at once. Page 1.

The 1901 carnival committee agrees on Exposition building and Multnomah field. Page 12.

Portland Traction Company asks for franchise from Thirteenth and Washington to First and Burnside. Page 8.

City & Suburban will repair between tracks on Morrison street. Page 8.

Miss Carrie Flanders won the Mrs. J. Wesley Ladd golf cup. Page 12.

Annual conference of the Evangelical Association of Oregon begins today. Page 8.

County Commissioners order a survey of the Riverside road before taking steps to widen it to 80 feet. Page 8.