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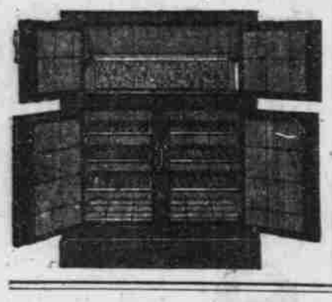
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The shop and the farm are getting the honors. Our agricultural colleges, instead of being adjuncts, must be at the core of the university system.—New York Independent.
Graduates from agricultural colleges are the only graduates for whom there is any special demand in the business world of today.—San Francisco Chronicle.

"THE MORE YOU SAY THE LESS PEOPLE REMEMBER." ONE WORD WITH YOU.
SAPOLIO

SAW THE COLUMBIA

Rivers and Harbors Committee Went Down to Ocean.

ENTERTAINED BY ASTORIANS

At Banquet, Chairman Burton, H. W. Scott and Senator C. W. Fulton Made Addresses—All Spoke for Deeper River.

The importance of the Columbia River as a highway of trade was impressed upon the visiting members of the rivers and harbors committee yesterday. Down the river on the fleet O. R. & N. steamer T. J. Potter to Astoria, out to Fort Stevens on the United States lighthouse tender Columbine, then on the jetty on the observation train, and finally after re-embarking on the Columbine for a trip over the bar, the Congressmen were taken, and all the while they were breathing in information as to the resources of the tributary territory, absorbing salient facts relating to the removal of the remaining obstructions to the navigation of the river, that the visitors hailed as one of the greatest and grandest waterways of the United States. That the trip and the courtesies shown the state's guests will redound to the success of the open-river project is not doubted by those who heard the individual expressions of the committee members during the day, and the ringing speech made by Chairman Burton at the banquet at Hotel Flavel, in which he spoke of the Columbia River in terms of highest praise and pledged the generous consideration of the open-river project by the rivers and harbors committee.

The climax of the enjoyable day's trip came in the evening's banquet spread for the guests by the citizens of Astoria at the Hotel Flavel. Two things made it so. The first was the able speech of Senator C. W. Fulton, of Astoria, in which he generously contended not only for the improvement of the Columbia River, from the deepening of the channel at the bar to the removal of the obstructions at The Dalles and Celilo, but also for the maintenance of a channel from the mouth of the river to Portland. In the close of his eloquent address he injected an appeal to the generosity of Portland to grant Astoria the privilege of a common-point rate. The second event that made the day memorable was the speech of Chairman Burton on the Columbia River, in which he incidentally urged harmony between all the interests of Oregon and Washington that have at heart the improvement of the Columbia River.

Portland to the Sea.

The steamer T. J. Potter got away from Portland at 9:20 A. M. and under easy steam made the run from Portland to Astoria in 5 hours and 15 minutes, in spite of the fact that she was bucking into a strong head wind and flood tide for the last 25 miles of the journey. A string band of eight pieces enlivened the occasion and the new and ever-changing scenery kept the strangers interested throughout the trip. President Mohler and Superintendent of Water Lines George Conway accompanied the party and gave the comfort of the guests their personal attention. On arriving at Astoria, the visiting committee, accompanied by a number of Astorians and Portlanders, went on board the Columbine, which had been placed at their disposal by Captain Langfitt, and started for Fort Stevens. Those of the party who did not care to go on the steamer took a train which was in waiting and joined the others at the fort.

After the Columbine discharged her passengers at Fort Stevens wharf, about half of the number boarded a train which Superintendent Hegardt had provided, and started seaward. The wind and the waves were low and the trip was much enjoyed by all. At the end of the jetty the pile-driver whirled roun and showed the excursionists how a hydraulic pile-driver performs its work.

After a five-minute stop out where the river and ocean join, the train started back to the dock. On arrival those for whom old ocean had no terrors again took the steamer for another trip seaward, this time by water. There was a moderate ground swell running and by the time the Columbine got far enough down to pale the cheeks of a few of the ladies, she rounded to and started back up the river. The bar was still two miles away, but from appearances, a closer inspection would have paled the cheeks of some others besides the ladies, and as the committee had secured a good view of the entrance of the big river, they were ready to return. The big four-master Nivelle, which went through from Portland to Astoria in 12 hours, and has been waiting for a week to get from Astoria to the sea, afforded an excellent illustration of the particular point in the river that was first in need of attention. Captain Richardson and First Officer Byrne, of the Columbine, received their visitors on board with the usual Columbine hospitality, and the trip was made under pleasant auspices. Superintendent Hegardt offered the guests something new in the jetty transportation line by equipping the open cars with a heavy canvas wind-break around the sides and ends, rendering the trip much more comfortable than in the old way with everything open to the breezes.

Committee Seemed Pleased.

Chairman Burton, as well as his colleagues, was apparently very much pleased with what he saw, both on the trip down the river, as well as that below Astoria. The vast body of water in view as the river widened out above Astoria was a revelation to many of the visitors, who had expected to see a big river, but were unprepared for anything quite equal to what they saw.

Chairman Burton was busy all day. He took up a position on the hurricane deck of the Potter as soon as the steamer left Portland, and, with Captain Langfitt and members of the Port of Portland Commission to give expert testimony, went over the river in detail as the boat proceeded. Captain Langfitt transformed the pilot-house of the Potter into a temporary chartroom, and, flanked with plenty of data, Mr. Burton was in a position to secure the best possible knowledge of the river and its needs.

In discussing the committee's work, Mr. Burton exhibited a surprising knowledge of the details of the improvements already made, but, except for considerable praise for the stream in a general way, was somewhat guarded in expressing his opinions. He stated that he was not in favor of improving small, unimportant streams for the exclusive purpose of making them clubs to be used in beating down rates on railroads; but was very much in favor of making improvements on streams which had made a commercial showing sufficient to warrant further help from the Government. He stated that the volume of water pouring out of the Columbia was unquestionably sufficient to scour out a channel of any desired depth, provided the water could be confined in proper limits. Naturally he objected to going on record as to what recommendations would be made regarding further work at the mouth of the river, but stated that he was very much pleased with the development of that portion of the country which he had seen, and said that the river had certainly warranted the expenditure that had been made upon it. Mr. Burton and his colleagues are more anxious than ever to go further up the big river, and there will be few, if any, defections from their party when the trip is made from Lewiston to Portland, about three weeks hence. If the present plan of the members of the party is carried out, they will leave Seattle after their return from Alaska about July 22, and go to Lewiston by way of Spokane. They will leave Lewiston about July 24, and will spend two and possibly three, days between that point and Portland.

Fulton's Little Bombshell.

When the guests arrived at the Hotel Flavel they were received by the Astorians and ushered into the dining hall, where he dinner was served. Samuel Elmore, of Astoria, presided, and when the leaving time was drawing near introduced State Senator C. W. Fulton, of Astoria, as the first speaker. His remarks were of an unexpected nature and created a small sensation. He said in part:

"This is a red-letter day for Astoria. On behalf of the citizens of Astoria I desire to thank the members of the rivers and harbors committee for their visit. When they have visited the Upper Columbia River, they will have seen a country that well merits the name of an empire.

"The question arises, What do we want? We want first the improvement of the channel at the mouth of the Columbia River, because the commerce of the future demands vessels of deep draft, with a tonnage from 9000 to 12,000, because the harbor is the only first-class harbor in the Columbia River country, and because we realize that the vessels of the present and future will demand a channel of thirty-five to forty feet.

"Second, we are in favor of opening the river by removing the obstructions at The Dalles and Celilo. This will open the river to a country that now sends down a great part of the products carried by the river—a country that is now denied the advantages of river competition, and which is forced to pay transportation charges amounting to almost a prohibition of production.

"There is another question, and in raising it I will probably explode a bomb that will surprise my Portland and Astoria friends. There is prevalent in the State, riveritis, or riverphobia. A Portland man afflicted with it will want the channel improved up the Columbia and Willamette to Portland. An Astoria man with the same disease would not have it done.

"So far as I am concerned, I am in favor of improving the river inland every foot of the way (applause). Suffer no excuse for favoring the improvement of every foot of the Columbia, one of the greatest and noblest rivers on the Continent. And I favor the same improvement for the Willamette.

"To the citizens of Portland, I say that for all the opposition from Astoria toward the improvement of the channel to Portland, you are largely responsible. I say to my friends in Portland that the time has come for the people of Astoria and Portland to act on broader lines."

Mr. Fulton then made a plea for the recognition by Portland of Astoria as a common point, urging that the matter was not wholly a railroad question, but one of liberal action on the part of Portland toward Astoria. He apologized to the visitors for intruding a local question into the discussion of the Columbia River improvement.

Speech of Chairman Burton.

Chairman T. E. Burton, responding for the rivers and harbors committee said: "On this trip the further I have traveled the more have I been impressed with this great country of the United States and the prouder have I felt that I was an American citizen, for with no exception, as each star has been added to the flag, the greater has been its lustre, and the greater its splendor. In the Columbia River the country has a great possession—a river that is the greatest flowing into a great ocean, whose resources are greater than the golden sands of the Yukon or the golden fields of grain of the Sacramento. The attention we will pay to its claims for improvement will be a later proof of our interest. We take a great interest in the rivers and harbors. We would devote many millions for their improvement. But the people cannot expect too much of us. There are other interests that clamor for recognition. We had one bill talked to death through one of the privileges that belong to Senators of the United States. We have our troubles as well as you, crossing the bar.

"We desire to thank the citizens of Portland and Astoria for their splendid reception. We have come among you strangers, and have found friends. Between Portland and Astoria let there be no rivalry. If I were to speak to you I would urge you to unite in the eloquent words of one who said, 'We are not enemies, but friends.'

"Not to one man alone, nor to one city in our country will success come. Riches have been poured out not for one, but many cities. On this and the opposite side of the river in the future I will expect to see many cities all treading the way of prosperity. Success will come in the main not through maintaining a selfish, jealous policy, but through a liberal treatment all for one, and all together, the true way of American progress. In this great Columbia River Valley there is room for both Portland and Astoria, and their interests are identical." (Applause.)

Address of H. W. Scott.

Mr. H. W. Scott was called upon by Chairman Elmore to represent the Portland sentiment. Mr. Scott, in a brief speech, commented upon the importance of the visit of the rivers and harbors committee, and referred to the great territory to be opened up by the proposed river improvements. Although these were National in character, in his opinion no more than a just proportion of assistance could be expected from the general Government.

The question of common-point rates for Astoria, raised by Mr. Fulton, he said, was not a proper subject to be referred to the rivers and harbors committee, being a local matter, which ought to be settled between Portland and Astoria. Its ultimate decision, he held, is in the hands of the railroads, being largely a question of railroad policy. "It should be settled," he concluded, "among ourselves, and upon an equitable basis."

Response of Mr. Tongue.

Representative Tongue, for the committee, spoke in a happy vein, expressing his appreciation of the hearty reception his colleagues had received in Oregon. In part, he said:

"Though a member of the rivers and harbors committee, and appearing before you in the position of a Judge on the bench who is at the same time an advocate before the bar, nevertheless I feel that I can properly say in the words of

(Concluded on Page 9.)

NO RELIEF IN SIGHT

The Hot Wave General East of the Rockies.

DEATHS FROM HEAT NUMEROUS

No Change Likely to Occur on the Northeastern Coast for Forty-Eight Hours—Better Prospects in Central Region.

WASHINGTON, July 1.—The hot weather continued here today, with no abatement in fierceness. The climax came this afternoon when the record for this early in the Summer was broken, the Weather Bureau thermometer registering a temperature of 102. Fortunately there was not much humidity in the atmosphere. Fifty cases of heat prostration were reported and two resulted fatally. At 8 o'clock tonight the thermometer had fallen to 90 degrees, with every probability that it would not fall greatly below that during the night and that tomorrow would be a scorcher. There seems to be no prospect for any relief for the next 48 hours for this vicinity. Beyond that length of time the Weather Bureau officials make no predictions.

Late tonight William R. Scholl, an employe of the agricultural department, while overheated, took a cold bath and placed a lump of ice on his head, resulting in congestion of the brain.

The present hot wave started in the West June 20, and today the Weather Bureau officials report that high temperatures are recorded in most sections east of the Rocky Mountains and in many places west of them. Rains in moderate amount have fallen in many places. The precipitation has veen very great in a few places. In Chicago the fall amounted to 1.56 inches; in Jacksonville, Fla., 1.34 inches; Omaha, .68 of an inch, and Davenport, .34 of an inch. Thunder storms have occurred in West Virginia, Iowa and the lower lake region.

By tomorrow relief is promised in the Middle Mississippi Valley, the Lower Missouri Valley, the upper lake region, and by Wednesday in the Ohio Valley, and possibly the western part of the lower lake region. For the next 48 hours along the northeastern coast the prospects favor more hot weather. In New York City the probabilities seem to favor a continuation of existing conditions, with no immediate prospect of relief. In the latter city the temperature today was again 98, the highest previous records for that city in July for 30 years being 99. In Philadelphia the heat broke all records for the past 30 years for July, reaching a maximum of 102. Some of the other high temperatures recorded during the day by the Weather Bureau were:

Atlanta, Ga.	90	Memphis	92
Atlantic City	90	New Orleans	90
Boston	92	New York	98
Chicago	92	Omaha	94
Cincinnati	96	Pittsburg	98
Davenport, Ia.	96	Salt Lake	92
Des Moines, Ia.	92	St. Louis	100
Indianapolis	92	St. Paul	90
Jacksonville, Fla.	94	Springfield	96
Kansas City	100	Vicksburg	90
Little Rock, Ark.	90		

SUFFERING AT NEW YORK.

Hottest July Day on Record—Deaths in Tenement District.

NEW YORK, July 1.—Today was the hottest July day on record. At 3:10 P. M. the thermometer at the Weather Bureau registered 98 degrees, one degree hotter than yesterday. The records show that in the 30 years preceding on only two days in all that period has a higher temperature been recorded. These were July 9, 1876 and July 3, 1898. On these days the thermometer reached 99 degrees. The percentage of humidity today was only 48. After 3:15 P. M., a decline began, until at 9 P. M. the thermometer registered 92.

In the early morning hours there was a light breeze blowing, but early in the afternoon the breeze died away, and the city was baking in torrid heat. The suffering in the city, particularly in the crowded tenement-house dispricts, was most intense. As the day grew, the deaths and prostrations increased, and, although provision was made in all the hospitals for this emergency, the authorities were scarcely able to cope with the great tax made on their resources. Between the hours of 2 A. M. today and midnight there were 57 deaths and 141 prostrations in the boroughs of Manhattan and the Bronx. From midnight last night until 9 o'clock tonight two deaths and 36 prostrations had been reported in Brooklyn. There were so many ambulance calls that the police were called on to supply patrol wagons, and every ambulance did double duty in responding to calls. Many patients were carried to the hospitals in cabs and carriages, and several went to Bellevue and the Harlem Hospital in moving vans.

Although the Weather Bureau shows that the maximum was 98, this does not indicate the heat on the streets. Many thermometers registered 108 at 3:15, and all of them over 100 on the street. If the heat was killing on mankind it was worse on the horses. They dropped right and left. At one time there were eight dead horses lying on Broadway between Twenty-third street and Forty-second street. There were 74 horses prostrated in the vicinity of Madison Square alone.

The rush of crowds to the parks and to the nearby seashore resorts tonight was unprecedented in the history of the city. It was noted at the Brooklyn bridge that numbers of men who boarded the cars for Coney Island and other beaches carried blankets in which they intended to roll themselves and sleep on the sands.

NEW YORK, July 2.—At 2 o'clock this (Tuesday) morning the death record for the 24 hours ending at that time in Greater New York was 87; the prostrations, 183. For the last five days, covering the present heated term, the total deaths in the same territory were 166.

PITTSBURG WAS A FURNACE.

Many Mills Forced to Shut Down—Eighteen Deaths Reported.

PITTSBURG, July 1.—Pittsburg was a veritable furnace all day. From sunrise till long after dusk there was no cessation in the terrible heat. All previous records were broken, and the death rate was more than doubled. Infants and aged people succumbed alike, and the suffering among all classes was intense. Many mills closed down entirely, and in all the big mills relief shifts were constantly in readiness to replace those who could no longer endure the heat.

Beginning at 1 o'clock this morning the thermometer registered 84 degrees, and from that time the temperature kept rising until 5 o'clock this evening, when it reached its maximum, 98. During all this time there was an almost entire absence of breeze. Among the poorer classes, who live in the narrow streets and alleys, the suffering was intense.

Between the hours of 7 A. M. and midnight tonight 18 deaths from heat in Pittsburg and Allegheny were recorded, and 40 prostrations. Shortly before midnight a cooling breeze sprang up and the mercury dropped to 88, with a good prospect of a further fall before morning, rain being indicated.

The intense heat played havoc among the millmen, and many prostrations are reported. Oliver's puddling department of the South Tenth-street mill, the puddling department of A. M. Byers' mill, and

(Concluded on Second Page.)

SOUTH DAKOTA SENATOR DEAD.

JAMES HENDERSON KYLE.

ABERDEEN, S. D., July 1.—Senator Kyle died this afternoon at 5 o'clock. He was stricken at his home here about 10 days ago. His trouble was of malarial origin, and resulted in a functional affection of the heart, which caused the greatest alarm. A consultation of physicians was held, and his case soon took a turn for the better, the heart action growing stronger and the general condition much more encouraging. One of the latest bulletins from his bedside last week was to the effect that he had passed the danger point, and that his recovery would be certain, though slow. The Senator had a similar attack in the East some time ago, and was liable to a recurrence of the trouble. His health had not been robust for a year or so. His relapse today was not expected, however.

James H. Kyle was born near Xenia, O., February 24, 1854. He entered the University of Illinois in 1871, but left in 1873 to enter Oberlin College; was graduated from the classical course in 1878; prepared for admission to the bar, but afterwards entered the Western Theological Seminary at Allegheny, Pa., graduating in 1882. He was pastor of Congregational churches at Echo City and Salt Lake, Utah, from 1882 to 1885. Since then resided at Ipswich and Aberdeen, S. D. He was elected to the State Senate upon the independent ticket in 1890; after a contest lasting 27 days, upon the 40th ballot, was elected as an independent to the United States Senate, to succeed Gideon C. Moody; took his seat March 4, 1891, and was re-elected in 1897.

RAN INTO A FREIGHT

Collision on the Union Pacific Near Rock Springs, Wyo.

TWENTY-EIGHT PERSONS HURT

Of the Number, Twenty-One Were Passengers, But None Was Injured Fatally—Those in Pullman Not Hurt.

ROCK SPRINGS, Wyo., July 1.—The eastbound Union Pacific passenger train No. 6 crashed into a freight train at Blairstown, a mile west of Rock Springs, Sunday afternoon. Twenty-eight persons were injured, none fatally. The injured are:

Franklin Alcocks, Harrisburg, Pa.; A. C. Anderson, Chicago; James Cunningham, Rock Springs, Wyo.; Mrs. James Cunningham, Rock Springs, Wyo.; Thomas Cunningham, Rock Springs, Wyo.; J. H. Donnelly, Jellico Plains, Tenn.; J. W. Esturio, San Francisco; James Fergusoa, Stanford University; Miss Agnes E. Howe, San Jose, Cal.; Mrs. Teddy James, Rock Springs, Wyo.; James James, 2 years old, Rock Springs, Wyo.; William Kenyon, Buffalo; Mrs. Lantry, Tyler, Tex.; J. A. Peterson, Company K., Thirty-fourth Infantry; M. H. Swift, Sergeant First Cavalry, en route from Philippines to Omaha; J. H. Shurtleff, Big Falls, Wis.; Mrs. A. Seider, Pocatello, Idaho; Mrs. N. A. Sluder, North Platte, Neb.; Mr. and Mrs. G. A. Varner, Grand Junction, Colo.; Mrs. A. M. Wheton, Rahway, N. J.; H. J. Marsh, baggage agent, Cheyenne; F. W. Gregory, brakeman, Cheyenne; W. E. Moore, conductor, and J. W. Benjamin, T. Thompson, R. Russ and A. Brown, waiters on the dining car.

All of the above received only slight injuries and proceeded on the train, except Mrs. Lantry and J. A. Peterson, who were sent to the State Hospital here. The freight train had stopped at Blairstown to take on some more cars. It was unable to back up to get out of the way and the passenger train, running forty miles an hour, dashed into it. Passengers in the Pullmans were not hurt.

DOCK FIRE AT CHARLESTOWN

Steamer and an Elevator Narrowly Escaped Destruction.

BOSTON, July 1.—A fire which for an hour threatened to do great damage broke out on Pier 5, of the Hoosac Tunnel dock, at Charlestown, today. The pier, which is the Boston terminus of the Warren Line Steamship Company, was destroyed with a large quantity of merchandise. The steamer Sachem, from Liverpool, which was unloading at the pier, was towed out of danger before she had suffered severely. Six freight cars on the dock were consumed. The loss is placed at $200,000.

The big Hoosac Tunnel elevator, at the head of the pier, which contained 1,000,000 bushels of wheat and corn and other cereals intended for export, was saved from destruction, being only slightly damaged. The damage to the pier and buildings falls on the Boston & Maine Railroad, Fitchburg division, which owned them.

SUMMARY OF IMPORTANT NEWS.

Federal Government.

Secretary Hitchcock refuses to delay the opening of Oklahoma lands. Page 5.

The public debt decreased $17,737,374 in June. Page 5.

Last year 49,612 names were added to the pension rolls. Page 5.

Philippines.

Judge Taft was appointed Civil Governor of the islands. Page 2.

July 4 will be inauguration day at Manila. Page 2.

Insurgent officers and bolomen have taken the oath of allegiance in Bataan. Page 2.

Foreign.

Chamberlain talked on annexation at a Canadian banquet in London. Page 2.

The French Chamber voted the expenses of the China expedition. Page 2.

Storms and heat continue in Europe. Page 2.

Domestic.

The hot weather continues general east of the Rockies. Page 1.

Senator Kyle, of South Dakota, died at Aberdeen yesterday. Page 1.

Twenty-eight persons were hurt in a railroad collision at Rock Springs, Wyo. Page 1.

A strike was ordered in two departments of the steel combine. Page 2.

Eleven persons were killed on the Chicago lake front by lightning. Page 5.

Sport.

The Constitution lost her race with the Columbia by an accident. Page 3.

The intercollegiate regatta will occur at Poughkeepsie today. Page 3.

National and American League baseball scores. Page 3.

Pacific Coast.

Eastern Oregon stockman finally shot man who urged him to fight. Page 4.

San Francisco butchers make move to terminate strike of cooks and waiters. Page 4.

Investigation of salmon caught proves there may be plenty of fish in Columbia. Page 4.

Papers to salmon canners' combine will be signed today. Page 4.

Oregon Supreme Court affirms decision of lower court in case of Murderer McDaniel, of Portland. Page 4.

Contract for Washington Statehouse awarded to F. R. Goss, of Tacoma. Page 4.

New Whatcom Republican says Seattle P.-I. was the prime cause of trouble that led to Chief Meredith's death. Page 4.

Commercial.

Portland market quotations. Page 13.

Domestic and foreign commercial news and quotations. Page 13.

New York stock market transactions. Page 13.

Marine.

The German bark Ecuador has arrived at Astoria. Page 10.

The old Pioneer boathouse will be dismantled. Page 10.

A steamboat is under construction on the East Side for the Shaver Transportation Company. Page 10.

Portland and Vicinity.

Murderer Frank McDaniel taken to the penitentiary. Page 8.

Rivers and harbors committee visits the Lower Columbia. Page 1.

The Department of Agriculture is interested in opening a market for Oregon butter in the Orient. Page 14.

Repairs to First-street right of way still hung up. Page 14.

Programme for Chautauqua Assembly, which begins tomorrow. Page 9.

Price of railroad ties reduced 1 cent, and mills shut down. Page 8.

First body will be incinerated at the crematorium today. Page 7.