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The Oregonian

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PORTLAND, OREGON, THURSDAY, JULY 25, 1901.

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Without a Rival Today
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Is evidently a dear teacher, however thorough it may be. Judging from the number of people who are paying for their having the furnaces, purchased last year, because a few dollars cheaper, replaced by "Perfected" this year. This has no reference to the dealer who published the endorsement of a certain furnace last fall by "leading" (7) spines, architects, and this season advertises an entirely different furnace as the "best." The "Perfect" is sold only by
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American Plan \$1.25, \$1.50, \$1.75
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BY EVERY TEST, THE BEST
Made in fine flint glass, with the celebrated lightning fastening.
If your dealer does not carry them, send orders to
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A private school for boarding and day pupils. Prepares boys for admission to any scientific school or college, and for business life. New and completely equipped building. Thorough instruction according to the best methods. Good laboratories. Manual training. The principal has had twenty-three years' experience in Portland. Office hours, 9 to 11 A. M., and 2 to 5 P. M., at 321 Marshall street. For catalogue and pamphlet containing testimonials, etc., address
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NEGRO STEEL WORKERS.
The Importation Arouses Indignation in Illinois.
CARBONDALE, Ill., July 24.—About 300 negroes from Birmingham, Ala., including a few women and accompanied by seven or eight white men, supposed to be guards, passed through this city today over the Illinois Central, en route for Chicago to work for the Latrobe Steel & Copper Company, a part of the United States Steel Company.

CHICAGO, July 24.—Three thousand residents of Melrose Park and neighboring villages gathered in front of the town hall again tonight to discuss the threatened importation of negroes. A committee which was appointed to confer with Governor Yates in an effort to induce him to prevent the importation reported that the Governor would not interfere, as he held that the law was not being violated. The Governor's decision was received with hisses. A committee appointed to confer with the officials of the Latrobe company reported inability to induce the company to keep the negroes out.

Collision at Muncie, Ind.
MUNCIE, Ind., July 24.—At 1 o'clock this morning a westbound special interurban electric car on the Union Traction Company line collided with a regular passenger car from Indianapolis, the switch having been tampered with. The vestibules on both cars were smashed, and Motorman William Eiler, of Muncie, had a close call for his life. The special was filled with 125 colored people from Anderson, who attended a colored social event in Muncie. Many persons in both cars were injured. None reported as seriously.

Sultan's Enemy Escaped.
LONDON, July 25.—Abdul Hamid's beautiful enemy, Princess Haree Hanem, wife of Ali Nouri Bey, Consul-General for Turkey in Rotterdam, has escaped from Constantinople. According to the Athens correspondent of the Daily Mail, she declares an intention to lecture in the United States and Great Britain in behalf of the "martyr" Murad, who was deposed in 1876, ostensibly for bad health.

SAW INLAND EMPIRE
Rivers and Harbors Committee Takes in Lewiston.

BANQUETED BY THE CITIZENS
Will Stop at The Dalles Friday Morning, Coming On to Portland and Leaving Here for the East That Night.

LEWISTON, July 24.—Staff Correspondent.—The Congressional rivers and harbors committee struck fresh water again today 500 miles from the mouth of the mighty river where the incoming swells from the ocean tossed them about a month ago. They found at this interior part a volume of water, which was floating steamboats of 500 tons burden. They also found a region of richness, where field, forest, farm and mines contributed a traffic, which gave these steamboats employment, and whose latent wealth is susceptible of a development which will increase this traffic many fold.

The people of Lewiston and incidentally the people of the entire Columbia basin want untrammeled communication by water with deep water navigation on the lower river. They wish to load steamboats at the Clearwater and Snake River wheat fields, and discharge them along side ocean carriers on the lower river. In an effort to show the visiting Congressmen that the resources of this country were of sufficient importance to justify the river improvements, Lewiston and her neighbors today put their best foot forward. The Congressional committee rode for hours today through the wheat fields of Washington and Idaho, and ended a day of travel, most interesting in spite of heat and dust, among the fruit farms which are making the Snake and Clearwater valleys famous.

Chairman Burton and his associates were somewhat fatigued by the travel and dust, but they all cordially renewed acquaintance with the Portland contingent and announced in no uncertain manner that the more they saw of this Oregon country the better they liked it.

Special Delegations.
The special train placed at the disposal of the Portland men by the O. R. & N. Company arrived at Riparian on schedule time at 4:30 this morning, and half an hour later the steamer Spokane pulled out from the wharf-boat and started up the river. The personnel of the party on the steamer was:

From Portland—A. L. Mohler, T. B. Wilcox, Allen Lewis, Captain W. L. Langstaff, George Conway, H. W. Scott, George Taylor, William M. Ladd, H. M. Calk, Ellis G. Hughes.

From Walla Walla—Miss C. Moore, T. C. Elliott.

From The Dalles—Hon. M. A. Moody, J. S. Schenck, E. O. McCoy.

The weather was perfect, and the attractions of the river and shore sufficient to prevent many of the delegates from seeking the seclusion of the stateroom despite the early hour.

On arrival at Almota, the delegation met by Messrs. F. W. Kettinbach and T. F. Morris, of Lewiston, who arranged all the preliminaries for the day's entertainment before the boat reached Lewiston.

At the Porter Ranch.
The Spokane arrived at 4 o'clock, and the reception committee was at the wharf with carriages waiting to take the visitors to the Porter ranch, a few miles north of Lewiston. The special carrying the rivers and harbors committee was delayed over one hour, and consequently the Portland visitors reached the Porter ranch in advance of them. Mr. and Mrs. Porter gave the visitors a very hearty welcome, and under the shade of an enormous grape arbor, delicious refreshments, most of which were grown on the place, were served. There was fruit galore, ice cream, cake, and Lewiston champagne, from the Porter vineyards and wine cellars.

The special train in which the committee had left Seattle was attached to the regular train at Marshall Junction, so that Spokane was missed entirely. Representative Jones, who was to have joined the party at Spokane, was also missing, but telegraphed that he would join the party at Riparian today. When the regular train from Spokane arrived at the Porter ranch, the private cars of the committee were detached, and all hands joined with the delegates from the south in enjoying Mr. Porter's fruit and lunch.

The Congressional committee was met at

Seattle by James E. Babb, E. H. Libby, Robert S. Cheliche, John P. Vollmer and J. B. Morrow, and these gentlemen, assisted by A. H. Alford, R. C. Beach, C. A. Foreman, Mayor W. H. Skinner, L. A. Porter, F. W. Kettinbach, B. F. Morris, Charles Elmer, R. McGilvery, of the Commercial Club, and a number of other prominent business men of the city, took the party in hand and made things pleasant for every one. All who drove out to the Porter ranch returned to the city by train when an engine went back to pick up the cars which had been dropped to enable the committee to visit the ranch. On arrival at Lewiston, carriages were again awaiting them, and they were driven over the city, going across Snake River to the town of Vineland, where the finest fruit farms in the state were viewed with admiration. The return to the city was made shortly after 8 o'clock, and about 9 o'clock the visiting committee and delegates from various parts of the Northwest sat down to a banquet provided by the citizens of Lewiston at the Hotel Raymond.

Banquet at Lewiston.
The banquet was an elaborate and well managed affair, and was the crowning success of the splendid entertainment arranged by the Lewiston Commercial Club. About 11 o'clock, after the visitors had scattered their appetites, Congressman Babb, in a few preliminary remarks called attention to the immensity of the region involved in the demands for improvement, and paid compliment to the visiting committee. He then introduced Mr. Edgar H. Libby, chairman of the Lewiston Commercial Club, who spoke on the relation of railway companies to the open river. Mr. Libby said that the people of this state had no fight with the railroads. He said that the railroads had not been unfriendly or indifferent, but instead had been ever ready to make improvements. He cited the development of the Clearwater country as an example of what they had done. The only fault he had found was the fact that local representatives of Eastern owners were not permitted to build as fast as the demands of the country warranted. Mr. Libby stated that a yield of 100,000,000 bushels of cereals was a possibility within the next few years.

H. W. Scott spoke on the opening of the Columbia River, stating that without a great river there could be no great land, and paid a tribute to the vast tract drained and to the remarkable productive powers of the soil.

A. L. Mohler was scheduled for some remarks on the wealth of the Columbia River basin. In a brief speech he said that whatever helped the people helped the railroads. That any improvement in the river which enabled the people to secure better prices for their products could not prove otherwise than beneficial to the general business of the railroads, and for that reason he desired to state that the railroads were heartily in favor of river improvements.

Ex-Governor Miles C. Moore, in discussing the agriculture and commerce of Eastern Oregon, presented some interesting estimates of the grain yield and its relations to the general prosperity of the country.

H. M. Calk gave a three-minute talk on the river which enabled the people to secure better prices for their products could not prove otherwise than beneficial to the general business of the railroads, and for that reason he desired to state that the railroads were heartily in favor of river improvements.

Ex-Governor Miles C. Moore, in discussing the agriculture and commerce of Eastern Oregon, presented some interesting estimates of the grain yield and its relations to the general prosperity of the country.

RIVERS AND HARBORS
Engineer's Report Concerning Next Year's Needs.

OREGON'S TOTAL IS \$2,147,598
Captain Langstaff Recommends \$600,000 for Mouth of Columbia, and \$725,000 for Lower Columbia and Willamette.

WASHINGTON, July 24.—The report of Captain W. C. Langstaff, Corps of Engineers, United States Army, stationed at Portland, Or., on the improvement of rivers and harbors in Oregon, Washington and Idaho, for the fiscal year ending June 30, 1902, together with recommendations relative to future appropriations, was made public today. The following are the recommendations for future appropriations:

Columbia and Lower Willamette Rivers below Portland	\$725,000 00
Improving Columbia River below Portland	214,579 25
Mouth of Columbia River	600,000 00
Columbia River near Vancouver	125,000 00
Snake River near Riparian, Wash.	12,000 00
Willamette River	27,000 00
Mouth of Cowlitz River	70,000 00
Willamette River above Portland	70,000 00
Yamhill River	142,970 64
Entrance to Coos Bay	25,000 00
Siuslaw River	65,000 00
Clatskanie River	11,900 00
Cowlitz River, Wash.	7,000 00
Long Tom River (annually)	3,000 00
Coos River	3,000 00
Total	\$2,147,598 37

The report discusses in detail the work being done now upon each proposed improvement, as well as making recommendations for the amount to be expended in the future. In each instance the recommendation is that the amount be expended during the fiscal year ending June 30, 1902, the estimates being in all cases made for that year.

A synopsis of the report upon each improvement follows:

Lower Willamette and Columbia.
The present project provides for obtaining a 25-foot channel from Portland to the sea. The project has been the only work of improvement for several years, was continued throughout the year, the total quantity excavated during the year being 48,396 cubic yards. The maximum draft that can be carried over the shoalest part at low water is from 18 to 19 feet, but by taking advantage of the tides ships are now drawing 22 to 24 feet. It is considered that \$725,000 can be advantageously expended on this improvement in the fiscal year ending June 30, 1902.

Mouth of the Columbia.
The improvement of the mouth of the Columbia River on both the Oregon and Washington sides contemplates obtaining 30 feet of water across the bar at the mouth of the river by means of a jetty on the south side of the entrance to the river. The operations during the past year consisted of overhauling and repairing the jetty runway, built in former years, preparatory to resuming work on the jetty itself. The expenditures during the year were \$100,745 62, leaving the balance available \$99,612 34. It is considered that \$600,000, in addition to the balance available, can be advantageously expended on this work during the fiscal year ending June 30, 1902.

Tongue Point Improvement.
Concerning the Tongue Point improvement the report says: This improvement covers the 5 1/2 miles of the river from a short distance below Tongue Point to and along the water front of Astoria. The principal obstruction is a rocky point known as the Sylvia de Grasse Reef about one mile below Tongue Point. A contract was made October 20, 1900, for doing the necessary work. Up to June 30, 1901, 573 cubic yards of rock had been removed. The amount available for this work July 1, 1901, was \$38,428 36, for operations for the ensuing year under the above contract. No recommendation is made for a future improvement for the reason that the work will be completed under the present contract.

Channel to Vancouver.
Discussing the proposed improvement in the Columbia River that will allow large vessels to approach Vancouver, the report declares it is to enable vessels drawing 20 feet of water to ascend the Columbia River as far as Vancouver by removing a bar in the river about two miles below Vancouver. The work during the year consisted of making minor repairs to a dike built in former years to produce a scour on the obstructing bar. It is considered that the sum of \$12,000 may be profitably expended in the fiscal year ending June 30, 1902, in placing additional stone in the dike mentioned.

Cascades Canal and Locks.
The improvement of the Columbia River to the Cascades provides for the completion of the canal and locks around the Cascades of the Columbia River. The work during the past year consisted of paying the slopes of the canal. It is considered that the sum of \$150,000 can be profitably expended in the fiscal year ending June 30, 1902, principally in completing the north and south wall of the upper lock. During the past year 2,425 tons of freight passed through the canal and locks.

Dalles-Celilo Canal.
Discussing the Dalles-Celilo canal, or the alternative proposition to construct a boat railway, the report says in brief: "The present project provides for constructing a boat railway about nine miles long, from Big Eddy up to Celilo, to carry boats overland around the obstructions between Dalles and Celilo. Actual work of construction is, however, held in abeyance pending further action by Congress on the question of boat railway vs. canal and locks. If the construction of the canal and locks is authorized it is considered that the present funds available, which were appropriated for a boat railway, amounting to \$214,579 25, may be profitably expended in the fiscal year ending June 30, 1902, in removing the rocks in the river at Three Mile Rapids, and in obtaining title to land for the canals at Five Mile Rapids and Celilo.

"In former years," continues Captain Langstaff, "the Columbia, from Celilo to the mouth of Snake River, and the Snake, from its mouth to Lewiston, Idaho, was improved under this appropriation. In recent years, however, no improvement has been confined to the 73 miles of Snake River from Riparian, Wash., up to Lewiston, and the work of improvement has been confined to this portion of the river. The operations during the past year consisted principally of making a survey of the Snake River between Lewiston and Riparian. This survey was called for by the act of Congress of June 8, 1900. It is considered that the sum of \$28,000 may be profitably expended in the fiscal year ending June 30, 1902, in improving some of the rapids in Snake River between Riparian and Lewiston.

"The Northern Pacific railroad having paralleled the 73 miles of the Clearwater River next above its mouth with a railroad, and the river, on account of its steep slope, being difficult to navigate, steamboats have abandoned it, and no work of improvement was carried on during the past year."

Willamette and Yamhill.
Speaking of the improvement of the Willamette River above Portland, and the Yamhill River, the report says: "The present project provides for the improvement of the Willamette River from Portland to Eugene by the removal of obstructions, and the building of controlling works, with a view of obtaining a depth of 12 feet or more from Portland to Eugene. The project contemplates the construction of a lock and dam near La Fayette and the removal of obstructions to provide a draft of three and one-half feet from Corvallis (107 miles), and of two to two and one-half feet from Corvallis to Eugene (53 miles). The project also contemplates the construction of a lock and dam near La Fayette and the removal of obstructions to provide a draft of three and one-half feet from Corvallis (107 miles), and of two to two and one-half feet from Corvallis to Eugene (53 miles). 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