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Special rates made to families and single gentlemen. The manage ment will be pleased at all times to show rooms and give prices. A mo ern Turkish bath establishment in t he hotel. H. C. BOWERS, Manager.

OFFICIALS MUST EXPLAIN.

District Attorney Investigating Accident to Brooklyn Bridge.

NEW YORK, July 25.—No attempt was nade today to resume full service on the Brooklyn bridge, on which several sus-pension rods were found to be broken resterday. Engineers examined the bridge carefully this morning and it is expected that full repairs will be made in a day or two. At noon an order was issued stopping all street-car and vehicle traffic on the bridge. Acting District Attorney wrote the District Attorney, and if steps were taken looking to repairs, then the officials were guilty of criminal negligence, and the case will be prenegligence, and the case will be sented at once to the grand jury.

Plunged to His Death. CHICAGO, July 25.-John L. Collins, 53 years old, said to be a son of Rear-Admiral Napoleon Collins, prominent during the Civil War, plunged 14 stories to his death in the Masonic Temple here, He was caught between the elevator and shaft. He leaves a wife and child and two brothers in California.*

Town Wrecked by Explosion. BATUM, July 25—A terrific explosion of petroleum today, in the most thickly populated quarter of Batum, wrecked part of the town. It is impossible at the time of filing this dispatch to estimate part of the town. It is impossible at the tives of the Jesuites, Carmelites, Domitime of filing this dispatch to estimate the loss of life or property, but in both dictines, attired in the garb of their recases this is very large.

SUIT AGAINST DAVIS' HEIRS

Widow of Robert G. Ingersoll Seeks to Recover \$95,000.

BUTTE, Mont., July 25.—Eva A. Ingersoll, of Dobbs Ferry, N. Y., widow of the late Robert G. Ingersoll, and administratrix of his estate, brought suit in the District Court here today against several heirs of the estate of Andrew J. Davis to recover judgment for \$55,000, with in terest from August 24, 1897, for legal services rendered by Ingersoll during the time of the trial of the sult involving Le Barbler has called the attention of dead millionaire, A. J. Davis. Figure Police Commissioner Murphy to the report dead millionaire, A. J. Davis. Figure Police Commissioner Murphy to the report dead millionaire, A. J. Davis. Figure 2 to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was the breakage was known to the alleges Mr. Ingersoll was to be paid that the breakage was the b compromise was effected among the heirs, and the alleged will was admitted to probate. She says the compensation promised Ingersoil has not been paid, except

> Rev. O'Connor Consecrated Bishop. NEW YORK, July 25 .- With all the pomp besitting the occasion, the Rev. John O'Connor, ex-pastor of St. Joseph's Church, Newark, N. J., was today consecrated bishop of the dlocese of Newark. The ceremony took place in St. Patrick's Cathedral, Newark, the officiating prelate being Archbishop Corrigan, of New York, assisted by Hishop Charles E. McDonnnell, of Brooklyn, and Bishop James McFaul of Trenton. Several hundred bishops and priests were in attendance. Among the priests in the sanctuary were representa-

FOR SCHLEY COURT

BRAND OF BEER Members of Board of Inquiry About Decided Upon.

ADMIRAL DEWEY FOR PRESIDENT

Rear-Admirals Kimberly and Benham and Captain Memley, as Judge-Advocate, Almost Sure

WASHINGTON, July 25. The Board of Inquiry which is to investigate the con-troversial points in connection with Ad-miral Schley's conduct during the Span-Washington, September 12. Secretary

Secretary Long was engrossed all day the consideration of the officials of the court, seeking particularly for a ultable Judge Advocate. It was be a sallor who has the brightest reputa tion, professionally, and is, moreover regarded as of a judicial temperament was abandoned. It was recalled that as commander of the dynamite cruiser Vesuthe matter is absolutely settled, Secretary Long went so far as to ask Captain Lemiey if he felt free to accept the assignment if it were offered to him, and it is believed Captain Lemiey will decide to answer it affirmatively.

was one of Schley's personal friends when he (Lemley) was in active line ser-lee. He accompanied Schley on the famous Greeler relief expedition, and rendered valuable services to him on that occasion. On the other hand, Captain Lemley has known Sampson officially in the Navy Department, when the Admiral was at the head of the Ordnance Bureau, and thus they were thrown into close contact, in a business way, for several years. Captain Lemley was judge-advocate of the Jeannette court of inquiry.

The precept to the court will probably be issued tomorrow. It promsies to be a

place. Rear-Admirals Luce, Ramsay, Jouett, Gherardi and Walker are some of the names that have been advanced

for consideration. The Secretary had nothing to say abou the composition of the Court except that he believed it spoke for itself, and to ex-press the hope that the members chosen would be satisfactory to all concerned. He pointed out that none of the officers chosen has, so far as he knew, expressed an opinion concerning what is known as the Sampson-Schley controversy, and it is, therefore, to be presumed that they will enter upon their work in an im-

partial and unprejudiced spirit.

The members of the Court are distinct ism displayed by the American officers and men under the direction of Admiral Kimberly thrilled the whole world and made an impression never to be forgot-

part at Rio Janeiro during the great naval revolution in 1894.

NEW YORK, July 25-Rear-Admiral Schley is spending the day with his fam-ily at Great Neck, L. I. "I am resting." he said to an Associated Press representative, "and have nothing to say as to the proposed inquiry in the

STRICTURES ON SCHLEY.

Offending Language in Maclay's His-tory of Late War.

The entire tone of Volume III of Mac-lay's work is highly antagonistic to Ad-

of each page are in part as follows: "Lack of Enterprise," "A Grand Oppor-tunity Lost," "A Micawber Admiral," "An Action Out of Gunshot." Referring to Schley's run to Santiago | Portland. Page 8.

unable to keep up to a speed of 7.5 to 8.5 knots, owing to the rough weather and low coal supply, and thereby caused the entire squadron to slow down to a

speed of four or five knots, Mr. Maclay "Here we have another illustration of the lack of decision and enterprise which were so apparent in Schley's failure to promptly ascertain whether or not Cervera's squadron was in Clenfuegos. When he knew that the naval and military operations of the United States must be suspended until it was definitely known where Cervera's force was we have it in the words of the Commodore himself that he permitted his ships to slow to a speed of from four to five knots for no other reason than to retain under his command the Eagle, a converted yacht, a vessel that in ne way could have entered into the calculations of an able commander when co-operating against a squadron such as Cervera possessed."

squadron such as Cervera possessed."
(Fage 282.)
"In his (Schley's) report about the coal supply of the vessels under his command," the historian says further on. "Schley exhibited either a timidity amounting to absolute cowardice or a prevarication of facts that were intrinsically falsehoods. The coal supply of his squadron, so far from being 'meager,' as he reported, is shown by the respective logs of those ships, as indicated at noon, May II, to have been most satisfactory."

"Turned in Caltiff Flight." In reference to Secretary Long's dispatch to Schley that it was the latter's duty to ascertain immediately if Cervera was at Santiago, and the Rear Admiral's reply: "Much to be regretted, cannot obey orders of the department. Have striven earnestly; forced to proceed for coal to Key West by way of Yucatan Channel. Cannot ascertain anything re-Channel. Cannot ascertain anything re-

specting enemy positive," Mr. Maclay writes, (Page 208): "This humiliating dispatch forms a striking contrast to that pre-eminently American reply made by Colonel James Miller at the battle of Lundy's Lane, Miller at the battle of Lundy's Lane, when called upon to save the day by storming a certain battery. Miller's superb reply was, Till try, sir. He did try, and carried the day. Strangely enough, Schley was named after Brigadier General Winfield Scott., who heroically supported Miller's charge and in no small degree contributed to the glorious results of that day, July 25, 1814. Schley on May 28, 1898, sullied this brightest of American mottoes by penning: 'Much to be regretted; cannot obey orders,' and turned in csitiff flight from the danger spot toward which duty, honor, and the whole American people were most earnestly urging him. Viewed in whatever light it may be, the foregoing dispatch cannot be characterized otherwise than cannot be characterized otherwise than as being without exception the most hu-miliating, cowardly, and lamentable re-port ever penned by an American naval

As to the famous "loop" of the Brooklyn, Mr. Maclay, after quoting the al-leged conversation between Schley and his navigator, says among other things: "And the shameful spectacle of an American warship, supported by a force superfor to the enemy's—a warship whose commander had expended such vast quantities of ammunition in target pracfice in the presence of a fashionable hotel at Hampton Roads is order to meet a worthy foe-deliberately turning tail and unning away was presented." (Page

"The one great lesson that Nelson gave in may all strategy was 'that a Captain was never ont of position when along-side an enemy. Farragut's great axiom, sixty years later, was that 'the nearer you can get to your enemy the harder you can strike.' Schiey's contribution to nevel strategy as too plainly shown by naval strategy, as too plainly shown by his conduct throughout this campaign, was 'Avold your enemy as long as pos-sible, and if he makes for you, run.' "-

LONG ASKED TO REMOVE MACLAY. Friends of Schley Think He Should

Not Hold Government Position. WASHINGTON, July 25.-An effort has been made to secure the removal of Edward S. Maclay, the author of the "History of the Spanish War," containing the criti (Concluded on Second Page.)

SUMMARY OF IMPORTANT NEWS.

Domestic.

Steel magnates declare time for making peace with strikers has passed. Page 2. Hot weather continues in corn belt, although light showers prevailed in northern part

Fire at Davenport, Ia., renders 100 people sa and causes loss of \$700,000, Page 2 Federal Government. ers of board of inquiry to investigate

Schley-Sampson controversy are about de cided upon. Page 1. resident issues proclamation establishing fretrade with Porto Rico. Page 2. ormal order issued closing the Department of Alaska and merging it into the Department

of the Columbia. Page 4. Foreign. Speakers before tuberculosis congress in Lon-don severely criticised Professor Koch's

theory. Page 5. The deadlock of the Ministers of the powers China has ended. Page 2. Emperor William may try to bring the Bo war to a close. Page 5.

Sport. The Columbia defeated the Constitution in th race from New London to Newport. Page 3 Seattle defeated Portland at baseball-9 to 5 Spokane defeated Tacoma-13 to 7. Page 3.

Pacific Coast. ongressional committee inspects the Col-from Lewiston to The Dalles. Page 1. San Francisco Employers' Association refus

North Yakima woman shot and fatally wounded a drunken man strike her. Page 4. International Mining Congress at Boise adjourns. Page 4.

ecord run of salmon continues at Astoria. Commercial.

Portland market quotations. Page 11. New York stock market quotations. Page 11. Grain prices in the East declined. Page 11. Iron trade conditions show little change Page 11. Crop outlook induced an upward reaction in

prices of New York stock market. Page 11.

Marine. Ships Poltalloch and Mayfield chartered Portland loading, Page 10. Arthur Fitger sighted off Kinsale, 117 days from Portland. Page 10. German bark Nal clears for Europe. Page 10 Steamer Buckingham jammed in the ice at St.

Michael. Page 10. Portland and Vicinity. Charter Commission fixes 25 years as limit for franchises. Page 1. Multnomah County's public schools cost \$445, 000 last year. Page 10.

Over \$500 more pledged to the free swin baths. Page 12. Two veteran players beat all adversaries at tennis. Page 8. Coroner's jury finds no one to blame in the

suffocation case. Page 7. Dr. G. W. Gue's funeral will take place at 2 P. M. Sunday. Page 8. Board of Trade needs advertising matter for

Visiting Committee Sees Columbia to The Dalles.

BURTON SPEAKS AT BANQUET

Urges the Creation of a United Pub-He Sentiment in Favor of River Improvements-Reach Portland This Evening.

harbors committee and is almost certain to be productive of good results. President Libby, and his associates of the Lewiston Commercial Club, are entitled to great credit for their successful hand-ling of the affair. At their hands the best possible showing of the resources and the needs of the country was made.

Accompanying Delegates. The Congressional committee and Port-land delegates were accompanied on the

trip down the river by the following dele-From Spokane-Dr. E. D. Olmstead, G. W. Temple, J. A. Borden, W. C. Jones.

Walla Walla-Miles C. Moore, T. C. El-Colfax-J. A. Perkins. -Mayor Woodworth, Dr. M.

Pomeroy-E. V. Kuykendall, S. G. Cos-Asotin-E. Baumeister, M. Burke Lewiston-E. H. Libby, W. W. Seeper, Joseph E. Babb, A. H. Alford, R. C.

Beach. Oro Fino-C. C. Fuller. Moscow-H. C. Shaver. Baker City-W. H. Stalker, F. Basche

The committee was met at The Dalles by a delegation from Vancouver consistcorrespondence.)—The rivers and har-bors committee and the Portland and Inland Empire delegates, who met them

Charter Commission Agrees

on Life of Franchises,

Chairman Mills Tells of the Progress of Portland in the Past 19 Years and Says Greater Develop-

ment is Certain.

The Charter Commission last night declared the city's title to be inalignable to all water front, wharves, avenues, streets, etc., which it now owns or which it may hereafter acquire; put a 25-year limit on franchises, and affirmed its right to take over all franchises upon expiration of the time limit. In leisure moments, when the even tenor of the debate waned, the Commissioners made desperate but pleasant efforts to locate the socialists or anarchists and crown them. When Chairman Kills finished his speech favoring munici-pal control and regulation of franchises, W. E. Robertson said, jocosely, that there had been considerable talk about social. ism at the sittings and that he had been looked upon as a socialist. Mr. Mills' speech indicated, Mr. Robertson said, that the chairman was veering around to the right way of thinking. J. T. Morgan said he was regarded as an anarchist, "but other people's calling me it does not make me it." J. N. Teal laughingly said he

was the anarchist, and so the joke went round the board.
Sections 1, 2 and 3 of the utilities committee's report were considered in com-mittee of the whole, Frederick V. Hol-man, who led the opposition, which, hesides himself, was composed of J. A. Strowbridge and Tyler Woodward, di-Strowbridge and Tyler Woodward, di-rected his fight mainly against section 3. He contended for a 30-year limit for fran-chises instead of a 25-year limit, and against vesting the city with authority to take over franchises. Mr. Robertson moved to make the limit 18 years because that is the age when women are eligible to marriage, and he believed in making some concession to the fair sex. The three Holman and Robertson amendments were rejected and sections 1, 2 and 3 were adopted in committee of the whole. The committee's action was sustained by the commission when it resumed its session,

by the following vote:
Ayes—Ayer, Beach, Burrell, Devlin,
Fries, Glisan, Hirach, Hogge, Lane, Montag, Morgan, Mills, Montague, O'Shea,
Robertson, Teal, White—II,
Noss—Holman, Strowbridge—2,
Absent Browner, Frank Glay, Honoy,

Absent-Bronaugh, Frank, Glesy, Honoy-man, Killingsworth, Ladd, Maiarkey, Rowe, Scott, Wood, Willis, Woodward, Wessinger, Zimmerman-14.

One Legislative Branch Enough.

The commission went into committee of the whole, with Hon. Sol Hirsch in the chair, and took up the report section by section. The majority of the amendments made to section 1 were in the direction of simplicity. Frederick V. Holman raised the point that the section was too broad in declaring the city's title to streets. alleys, lanes and highways to be inclienable. In parks, he said, the title of the city is inalienable, but in streets the city merely the agent of the state. The city, said, has obsolute control of the streets but does not own them. He asked if the ommittee on franchises and utilities had given consideration to this legal point.

J. N. Teal said the committee had not considered this aspect of the question and thought that the matter would best be left to the committee on revision. P. L. Willis objected to delegating powers to the revision committee which belong to the whole committee. He urged that there was meat in Mr. Holman's point and said that the city should not adopt a policy with regard to streets which the courts would not uphold. The report of the com-mittee, he said, had evidently been accepted from some charter where the title to streets is vested in the city. Mr. Teal dmitted that the legal point advanced Mr. Willis and Mr. Teal was well

Several amendments were offered and a tangle seemed imminent, but Mr. Williss warded it off by suggesting a shifting about of the wording of the section. His amendment was that instead of declaring in absolute terms the city's title to be inalienable in and to all water front, wharf property, land under water, public indings, wharves, streets, etc., the words "that the city now owns or may here-after acquire" be added. This satisfied Messrs, Teal, Holman and all others and

was adopted, T. C. Devlin objected to that provision which requires ordinances granting franchises to be first approved by the Board of Public Works. He said there should be only one legislative body in the city, and that should be the Council, and city, and that should be the Council, and that the only veto power should be vested in the Mayor. The Board of Public Works, he said, should be an executive body. One of the distinctive features of the plan of charter submitted and adopted was that there should be no coordinate branch of government. It has been proved in Portland that it is possible to elect an honest, faithful and efficient elect an honest, faithful and efficient Council, Such, with the Mayor, said Mr. Devlin, would safeguard the Mr. Devlin did not make a motion to amend and the section was adopt-

Section 2 was simplified by amendments offered by the utilities committee, but Mr. Teal lost his first point since the sittings began on his amendment requir-ing the Board of Public Works to ap-prove the granting, by the Mayor and uncil, of franchises and rights for limlted periods. Mr. Devlin immediately re-newed his protest against creating the Board of Public Works as a coordinate legislative body with the Council. W. E. Robertson concurred with Auditor Dev-

Mr. Teal's motion was rejected. Mr. Helman followed up the break in the utilities committee's line by a mo-tion to strike out the words "or right" from the following passage in the sec-tion: "... and no franchise or right shall pass by implication." "The pro-vision is altogether too broad," he said. "You will never be able to pass a franchise that will not carry some rights by tion." On division the ayes were 6 and the mays 11, so Mr. Holman's mo-tion was lost and the section was

Twenty-Five-Year Limit.

Section 3, the much disputed section, which reserves to the city the right to which reserves to the city the right to acquire franchises, was then taken up. Mr. Holman was promptly on his feet to make amendments. He offered two, the first one being to strike out 25 years as the maximum term of years for which any franchise should be granted, and incert 30 years in licu thereof; and the second being to strike out all that portion of the section conferring upon the

(Concluded on Tenth Page.)

to Be Asked to Serve.

ish War will be composed of Admiral George Dewey, president of the court, and Rear-Admirals Lewis A. Kimberly and Andrew E. K. Benham. The court will meet at the Navy Department in Vashington, September 12. Secretary Long announced these facts today. The precept to the court, which is being pre-pared by Capitain Lemley, the Judge-Ad-vocate-General, will probably be issued

lieved such a man had been found in the person of Commander John E. Pliisbury In fact, it was announced early in the day at the department that he had been selected for the place. Later, however, on more mature consideration, his name vius he had served under Sampson off vius he had served under Sampson off Santiago, and, moreover, as equipment officer of the Boston Navy-Yard, was a subordinate of the same Admiral at the present time. In his desire to escape all criticism on the point of bias, Secretary Long felt these were sufficient reasons to look for new material, and for some man who was absolutely disassociated from the great controversy in any phase. Late the great controversy in any phase. Late tonight he decided that he had found such an officer in the person of Captain Samuel C. Lemley, the Judge Advocate of the Navy, a selection calculated, be-cause of the rank of the officer, to constitute a full recognition of the dignity and importance of the forthcoming Court of Inquiry. While it cannot be said that

Captain Lemley has known both men, Schley better than Sampson, perhaps. He was one of Schley's personal friends when

be issued tomorrow. It promsies to be : rather extended statement of the scope of the inquiry compared with such docu-ments in less important cases. It will define the scope of the inquiry, but whether it will direct the court to return an opin-ion, or simply to ascertain the facts, Secretary Long thus far declines to state. The precept will contain the detail of offi-cers, who cannot be said to be officially appointed until it is promulgated. Mr. Long did not formally notify the officers who have been chosen to constitute the court of their selection, and he was disappointed to learn from the Associated Press dispatches that Rear-Admiral Kim. beriey would ask to be relieved from the detail on account of ill-health. Should he decline, the Secretary will select one of the other retired Admirals to take his Rear-Admirals Luce, Ramsay, Gherardi and Walker are some

tively fighting men. Each has been con-nected with a celebrated event in naval annals. Of Admiral Dewey, the hero of the battle of Manila Bay, it is unnecessary to speak. His record is familiar to all. His associates, Rear-Admiral Kim-berly and Rear-Admiral Benham, are both retired officers. The former was re-tired in 1892 and the latter in 1894. Admiral Kimberly is 71 years of age, and Admiral Benham 69. Each saw about 45 years of active service. Both made fine records during the Civil War. Admiral Kimberly was in command of the American fleet destroyed in the Harbor of Anta Sames during the tarrific hurri-Apia, Samoa, during the terrific hurricane which occurred there in 1889. The story of that great disaster and hero-

Admiral Benham played a dramatic

Kimberly Will Ask to be Let Off. WEST NEWTON, Mass., July 25.— Rear-Admiral L. A. Kimberly said today that owing to ill-health he would ask to be relieved from serving on the Samp-son-Schley court of inquiry.

miral Schley.
Chapter 19, entitled "Schley's Progress
Toward Santiago," is one continuous criticism of Schley. The headings at the top

THE DALLES, Or., July 25.-(Staff



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MEMBERS OF THE SCHLEY BOARD OF INQUIRY.

Admiral George Dewey.

Renr-Admiral George A. Kimberly.

Admiral Dewey, the hero of Manila Bay, who is chairman of the Schley board of inquiry, is the third Admiral of the United States Navy. He was born at Montpeller, Vt., December 26, 1837. He was appointed to the United States Naval Academy in 1854, and graduated with honor four years later. During 1858-50 he was attached to the steam frigate Wabash, on the Mediterranean station. He was commissioned Lleutenant, April 19, 1861, and assigned to the steam sloop Mississippi, seeing his first service, under fire, in the fleet with which Farragut, in 1802, reduced the defenses of the Mississippi below New Orleans. March 3, 1805, he was commissioned Lieutenant-Commander for meritorious conduct in the attacks on Fort Fisher. He returned home in 1868, and for the next two years was instructor in the Naval Academy. In 1870-71 he was in command of the fourth-rater Narragansett, on special service. He was commissioned Commander, April 13, 1872. From 1876-77 he served as Lighthouse Inspector. He then became Secretary of the Lighthouse Board. In 1882-83 he commanded the Juanits, on the Aristic Station. He was promoted to the rank of Captain in 1884, and was placed in command of the Dolphin. In 1885 he returned to the European station in command of the Pensacola, the flagship of the squadron. He remained there until 1888, when he was ordered home and appointed Chief of the Bureau of Equipment and Recruiting, with the rank of Commodore. In May, 1803, he was appointed a member of the Lighthouse Board. February 26, 1806, he was commissioned Commodors, and made President of the Board of Inspec-tion and Survey, which position he held until January, 1848, when he was given command of the Asiatic station. Ten days after the destruction of the Maine, in Havana harbor. Commodore Dewey received orders to concentrate his squadron, and be in readiness to attack the Spanish Navy, should war result. forthwith assembled his squadron, and April 24 proceeded to the Philipp His subsequent destruction of the Spanish fleet in the harbor of Manila wa of the most noted exploits in naval history, and has made the name of Dewey famous for all time. Congress revived the grade of Admiral for his benefit, and he was commissioned to that rank March 3, 1899. Since his return from Mantia he has been quietly living in Washington. He has married for the second timesince his return. He has one son, George Goodwin Dewey.

Rear-Admiral Lewis A. Kimberly, appointed a member of the Schley board of nquiry, but who will ask to be excused on account of ill health, was born at Troy, N. Y., April 2, 1830. He entered the service as midshipman in 1846, at the age of 16. During 1847-50 he served on the sloop Jamestown, which was engaged in suppressing the slave trade on the coast of Africa. In 1851-52 he attached to the Raritan, on the Pacific squadron, and in 1853 was graduated at the United States Naval Academy. He served as subordinate and commanding of ficer on the Decatur, Dale, Ohio, Germantown, Richmond, Release, Potomac, Hartford, Colorado, Vermont, Benicia, Omaha and Monongahela; also on the Vandalla and Trenton, of which he was Flag Officer. Through successive proctions he was made Rear-Admiral in 1887. In the Civil War he took an active part in all the engagements of the celebrated man-of-war Hartford, except New Orleans and the first attack on Vicksburg, distinguishing himself for gallantry in the battle of Mobile Bay. In 1887 he became Commander-in-Chief of the Patific station. His fleet was at Apla, Samoa, during the great hurricans of March 15-16, 1889, when his flagship, the Trenton, was wrecked. He retained his command of the Pacific station until 1890, and the following year was engaged in shore duty as Chief of the Board of Inspection and Survey. He was retired April 2, 1892, on account of the age limit. December 22, 1874, he married Miss Nannie Marriot. They have two children. He resides at West Newton, Mass.

............. at Lewiston, took their departure from who was one of the speakers at the banthe picturesque and prosperous Idaho city at 7 o'clock this morning. They took with them the kindliest recollections of as hearty a greeting and as pleasant an entertainment as was ever accorded to visitors on a similar errand. There were delegates in attendance from all parts of the Northwest and among these representatives of three of the heat states.

The washington; M. A. Moody and delegates in attendance from all parts of the Northwest and among these representatives of three of the heat states. in the Union. Not a single voice was raised in advocacy of any narrow sec-tional division of the Columbia River. The claim of no particular state was rec-ognized as paramount to that of the others, and the delegates from Lewiston and beyond were as earnest in their pleas that the mouth of the Columbia River be improved, as they were in asking for assistance way up at the head of navigation. The Portland men and the delegates from other parts of Oregon and Washington were a unit in asking the same broad-minded consideration of the great commercial highway as a whole, and not as a short route, or a broken suc-

cession of short routes in favored locali-The attitude of the railroad companies and especially the company most viti interested—the O. R. & N., which paralelled by the river for hundreds of miles, was expressed by President Mohier in his brief speech at last night's banquet, when he stated that the prosperity of his road was dependent on the prosperity of the people, and river improvements that hastened development and improved the condition of the people could not prove other than beneficial to the relieveds. A more substantial and the railroads. A more substantial and unquestionable sentiment in favor of river improvement was also shown by the action of the company in placing at the disposal of the committee and the delegates a special train and special boats all the way from Lewiston to the sea.

After-dinner speeches are inexpensive, but it costs hundreds of dollars to keep special boots and trains in service for special boats and trains in service for several days. President Mohler and Superintendent of Water Lines Conway have both looked after their guests personally on the trips made by the com-mittee and local delegations, and every-thing in connection with these trips has been free as the air. This service has been donated without ostentation, and it shows quite plainly that railroad opposi-tion to an open river is a thing of the past. This remarkable unanimity of pur-pose among so many diversified interests was not without effect on the rivers and

quet.
In addition to the rivers and harhor committee the party was accompanied by Congressmen F. W. Cushman and W. L. Jones, of Washington; M. A. Moody and

interest except that the committee were kept busy examining the river and noting the occasional shoals and riffles that may need attention. Throughout the trip from Lewiston to Riparia, Chairman Burton, flanked by plenty of charts, maps and statistical pamphlets, and with Captain W. C. Langfitt at his side, explaining matters, made a careful examination the stream. Riparia, the place where the wind blows, was reached about noon and as the water was too low to admit of the boat going farther down stream, the party boarded the O. R. & N special, on which the Portlanders came up Tuesday night. There was no pilothouse on the special, but from the rear end of Presinight. Mohler's private car Mr. Burton with his notebook, and Captain Langfitt with his maps, took a position which afwith his notebe forded an unobstructed view of the rive as the train skirted its banks

Stop at The Dalles.

The Dalles was reached at 7:30, and at o'clock the party went on board the steamer Regulator, which had been tastefully decorated for the occasion. An excellent dinner had been prepared, and about 25 prominent citizens of The Dailes sat down with the committee and indulged in an informal discussion which was not all confined to river and harbo

way Hon. M. A. Moody and Chairman Burton made interesting talks on the

subject nearest the hearts of all of the

residents east of the Cascade Mountains, Impromptu remarks were made by other speakers, but owing to the number of late suppers that had been discussed within the past three days the banquet was not prolonged as late as that of last An early start will be made for Celilo omorrow morning, the train leaving at 6 o'clock. It is expected to return by 11 and the party will then take a short trip up the river on the Regulator.

The inspectors have forbid the master (Concluded on Tenth Page.)

city the right to acquire the property