SAYS EXPOSITIONS PAY

H. E. DOSCH WRITES ON A LIVE SUBJECT.

Some Facts Pertinent to the Proposed Lewis and Clark Centennial Exposition.

BUFFALO, N. Y., July 28.—(To the Editor.)—For several months past letters have reached me from Portland, asking to give my opinion in The Oregonian of this Pan-American Exposition from a commercial standpoint. I deferred for various reasons, given in your paper heretofore, but of late these demands are so frequent and emphatic that to delay longer, for whatever reason, would be discourteous.

I presume these letters were written with a view of the effect my reply would have on our Lewis and Clark Exposition, to be held in 1905.

When the question of holding such an exposition was first discussed, some two years ago, I was asked my opinion, based on previous experiences of expositions, and then said: "It means money, lots of money, energy, push and enthusiasm. It must be on a grand scale—in fact, the success of the whole thing will depend upon its broadness, and unless the people of Portland are prepared to go into it in a whole-hearted manner and pull together like they never pulled before, further discussion is useless." And I have not had occasion to change my opinion since.

In some of these letters the question is asked,

Do We Want Such an Exposition?

To which there is but one answer: Portland has passed that interrogatory point. She has said to the world, and we have advertised it by a hundred placards in our various exhibits here, where thousands of visitors are reading it daily, that there will be a Lewis and Clark Centennial Exposition at Portland in 1905. And no matter what our individual opinions regarding its advisability or practicability may have been heretofore, now that the edict has gone out, every man, woman and child must get in and dig, dig, dig, until the gates are closed on October, 30, 1905.

Now is the time for us to strike. The iron is hot. The acquisitions of our new possessions in the Orient will mark an era in the commercial advancement of the Pacific Coast. We have the resources; we have the climate, and we have everything else except population. This we can secure and are securing now to some extent by the exhibits of our varied resources, at this Pan-American and previous expositions, showing the millions of people of the East the wonderful products that can be produced, and the equable climatic conditions which exist in the Pacific Northwest, which is capable of furnishing happy and contented homes in regions of beautiful and majestic landscape for millions of people, absorbing all the surplus labor of the overcrowded centers of the East, and which, in my just estimation, will be the richest operating field for the brain and sinew of the rising generation, the yeomen of our National supremacy. Let it be remembered that a happy and prosperous citizenship is the controlling force and reserve power of our Government. Now that the restless millions are being educated, we want them to come to the Pacific Coast and see and learn for themselves the actual existing conditions.

We only lack the "push" which characterizes the people of the Atlantic seaboard. Nature has done everything for us; nature has made Portland and given her all the natural advantages. And let me say, right here, that Portland will grow, and so will Oregon. No man or set of men can stop either from growing. But we can assist them to grow, and the way to do that is explained in one word—hustle.

Study Buffalo.

Before entering on the commercial features of the exposition, permit me to say a few words to those who have the 1905 exposition in charge, or are likely to be connected with it in whatever capacity. I would say to them, come to Buffalo and study this Pan-American Exposition, the most beautiful in many respects ever held in the world. Come and study its successes and its failure, and I do believe we can learn more from the failure of others than from their successes, so, that when we are ready to break ground they are fully equipped with the knowledge to make the Lewis and Clark Centennial Exposition the success which so great an event it is to commemorate deserves.

True, we cannot have, and do not want, so gigantic an exposition as Buffalo, but we can make a very good composite exposition, which will not alone do credit to Portland and Oregon, but the entire Pacific Coast. From observation, I am of the opinion that the people of Portland are beginning to wake up to the realization that something must be done, and done quickly. And I further believe that Portland will rise to the occasion.

Enthusiasm Needed.

We have the resources; we have the climate; we have the money; we have the brain, and we have the energy, though dormant heretofore, to make the Lewis and Clark Exposition a signal success from every phase of the question. Enthusiasm is absolutely necessary for the success of every project; without it, Columbus would never have given us this beautiful land of ours; without, Watts and Stephenson would not have given us the possibility of the magnificent floating palaces, traversing the high seas, nor the palatial trains which cross and re-cross from the Atlantic seaboard to the shores of the Pacific; without it, Morse would never have given life to the electric spark, that carries the news of the moment to the uttermost parts of the world; without it, Edison would never have been able to witness the wonderful, awe-inspiring spectacle every evening at this exposition that thrills and throws into ecstasy the immense multitudes of people who gather at the East Esplanade, facing the grand court and electric tower, eagerly watching for the first glimpse, the moment when our Portland boy, Henry Rustin, touches the electric buttons, releasing by degrees that unknown power transmitted from Niagara Falls, and gives life, as if by magic, to the 300,000 lights, from a gentle glow to a dazzling brilliancy, turning this exposition into a very fairyland, with all the bands playing "Nearer, My God, to Thee." And when the last notes float away on the evening breezes and the lights have reached their fullness, then, and not until then, the spell is broken, and the vast multitude who have watched with uncovered heads this once-seen-never-to-be-forgotten scene, bursts forth into thundering applause. It was not money that stimulated these people to push on and on until success was achieved, but pure, unselfish enthusiasm. Just such patriotism and enthusiasm is necessary to make the Lewis and Clark Exposition a success, and the people of Portland will do it.

Omaha's Experience.

Some eight years ago, Omaha, favorably situated as she is, with a large wholesale trade, immense packing-houses, a good railroad center and extensive territory tributary to it and to be supplied, found herself retrograding. Real estate and rents went down, business blocks and dwelling-houses became empty, while neighboring towns were gaining. Something had to be done. An enthusiast suggested the exposition. It found slow response at first, but the thought gained strength fromday to day. A company was formed, stock-books opened, and in a comparatively short time $3,000,000 were subscribed; not by business men alone, but every owner of a house or lot ever so small, prided himself on being a stockholder of a company which gave birth to the Trans-Mississippi Exposition, held in 1898. On November 5, five days after its close, the management declared a dividend of 75 per cent, and by January 12, 1899, it had paid 87½ per cent on the capital stock, and thus passed into history as one of the best-managed, most instructive and paying expositions held up to that date.

It was certainly a most paying investment, so much so, in fact, that the merchants and real estate owners held another exposition the following year. Last Winter I spent several days at Omaha, and visited old acquaintances and officials. Mr. Wattles, president of the Union National Bank, who was president of the exposition, devoting nearly all his time to it, assured me that it was the turning point for Omaha. Business had been exceptionally good, and continued good ever since; bank clearances had almost doubled; empty stores and dwellings filled up; real estate advanced from 25 to 50 per cent in three years; the population increased 10 per cent, and, in fact, everything I saw bore the evidences of prosperity. This leads us up to Buffalo.

How Buffalo Was Benefited.

Buffalo is in many respects similar to Portland. It has all the natural advantages any city could desire; situated on the lake, with the Erie canal and railroads stretching out in all directions; with an immense local capital and a conservative community, a magnificent city of 400,000 people, with its thousands of beautiful and individual homes, found itself at a standstill, while neighboring cities were forging ahead. Something had to be done. Another enthusiast suggested an exposition, which culminated in the forming of a company, with a subscribed and paid capital of $3,500,000, and bonds issued for $3,000,000 more, and thus sprang into existence the Pan-American Exposition, this beautiful Rainbow City, as it is aptly termed, which covers an area of 350 acres, covered with magnificent exposition and other buildings. For 2½ years past an army of 5000 laborers and mechanics were employed, and over 600 clerks were busy in the various offices, and up to this time nearly $10,000,000 has been expended here. What did this all mean? When I was here, last Winter, to select space for our exhibits, I could not help noticing that one house out of every three had a large sign on it, "For Sale Cheap," and the price asked was less than the house had cost; all beautiful and well constructed. Where are these signs today? Not one out of 10 remains; the property either changed hands, or was withdrawn from the market. The houses are all occupied, and real estate has advanced from 15 to 20 per cent. Speaking to merchants, they tell me that for three years past, or since this exposition movement started, their trade increased steadily, until in some instances it has trebled. The small manufacturers, who depend largely on local trade, tell me their business has doubled; bankers, always conservative, and real estate men, tell me that mortgages have been paid on thousands of homes of mechanics, laboring people and small traders, all directly attributable to the Pan-American Exposition.

Buffalo, like Portland, is a city of beautiful and individual homes. The renters are very much in the minority; its inhabitants strive to own their homes; not only those on the West Side, which compares with our Nob Hill district, but the East Side, where are to be found thousands upon thousands of little cottages, with their small beds of old-fashioned flowers grandmother used to grow, and their well-kept vegetable gardens in the rear of the house. The schoolhouses and homes filled with the happy faces of parents and children, rejoicing in the possession of their own ground and roof, over which but a few years ago hung the dark clouds of the mortgage, translated into every-day English "death-grip." All changed by reason of this exposition.

Is this not a picture to enthuse the most calloused pessimist? And if it does not, let him come here and convince himself, and I will with great pleasure take him into the very midst of these districts and show him a picture of happy contentment he will never forget—all brought about by energy, enthusiasm and commercial foresight. HENRY E. DOSCH.

IN FERTILE WHEAT FIELDS

Good Reports From Eastern Oregon and Walla Walla Valley.

J. M. Turner, a grain buyer of this city, returned a few days ago from an extended trip among the wheat farms of Eastern Oregon. Harvest is in full blast in Morrow and Umatilla Counties, and also in the Walla Walla country. The yield will be fully up to the average, in spite of the cold winds of Spring, which did a good deal of damage to Fall-sown grain. The quality of the wheat is also passable, and the weight ranges from 50 to 61 pounds per bushel.

The number of combined harvesters has increased very perceptibly over last year, and they render the work of cutting and threshing a matter of less moment than formerly, as these harvesters cut, thresh and sack the grain at one operation, leaving the sacks of wheat on the field. Fewer hands are needed and the work is done much quicker than by the old method of heading and stacking and afterwards waiting for the threshing crew to come around. Laborers seem plentiful enough about Pendleton and Walla Walla, and Mr. Turner has no fears of harvesting being delayed through lack of hands.

"The farmers have been introducing smaller-sized harvesters this year," he said, "and these can be made to do the work on the hillsides and in the angles of the fields with less difficulty than with the larger machines, which cut a wide swath and required 36 horses to haul them. The new machines cut a 16-foot swath and but 20 horses are needed in their propulsion.

"New grain warehouses are being erected at various railroad stations in the farming country, and preparations are being made to store the crop of 1901 under cover, should it be necessary to hold the grain over, pending an improvement in the market. The regular threshing machines are not expected to start out among the farms until toward the end of the month, and the new crop will not begin to reach Portland before the middle of September. The first wheat to arrive will probably be from Morrow County."

Last year's crop has pretty well disappeared from the granaries, and what is left is quoted at about an average of 42 cents a bushel. Mr. Turner left last evening for the harvest fields again.

WILL CLIMB CASTLE ROCK.

So Far as Known White Men Have Never Made the Ascent.

Pennsylvania Epworth Leaguers who went up the Columbia River yesterday with Captain Frank J. Smith, of the Regulator line, discovered a large petrified log on the promontory at Cascade Locks. It aroused a great deal of interest among the tourists, being an unusually fine specimen over 12 feet long. The log had the appearance of being much worn on one side, showing that it had traveled a great distance before being lodged in its present position, where it must have turned to stone. Arrowheads and Indian relics were also found in large numbers, to the delight of the members of the party.

Captain Smith is organizing a small party, consisting of botanists, geologists and photographers, who will attempt the climb of Castle Rock, and also make the ascent of one of the peaks of the Bridge of the Gods. On the top of the latter there is said to be a lake and a large huckleberry patch. The party will be guided there by a half-breed, who has been there before. The Indians have a superstitious dread of this locality, and no Indian has ever been found who has made the climb twice. The ascent of Castle Rock has never been made by white men. In the early days, according to Indian tradition, the great chiefs were buried on the summit, with their gifts and belongings. Since then the trail has been obliterated by slides so that the ascent is a difficult feat. If the legend is true, the ascent will undoubtedly repay the climbers with rare Indian treasures. The Regulator line will present the members of the party with a fine American flag, to unfurl on the summit.

Harris Trunk Co. for suit cases.

COUNCIL MAKES REPAIRS

HAS CHARGE OF STREETS ABUTTING ON PUBLIC PARKS.

Park Commission's Duties Plainly Defined by Legislative Act Creating It.

City Attorney Long's opinion that it is the duty of the Common Council to repair the streets and sidewalks abutting upon the public parks, was approved at the monthly meeting of the Park Commission yesterday. Mayor Rowe and Commissioners Rufus Malloy and C. F. Beebe, who compose the judiciary committee, filed a report in which they took the position that the commission has supervision over parks only, and that the Council is charged with the duty of keeping streets and sidewalks in repair. The report follows:

Gentlemen: Responding to the resolution passed at your regular meeting in July, asking the opinion of the judiciary committee as to whether it is the duty of the Common Council, or the Board of Park Commissioners, to look after, repair and keep in order the streets and sidewalks abutting upon the public parks of the city, your committee respectfully submits:

That after such consideration and examination as it could well devote to the subject, it has reached the conclusion that the law creating the Board of Park Commissioners and defining its powers and duties neither compels nor authorizes the board to assume control over or to keep in order and repair the streets or sidewalks abutting upon the parks within the city.

As to the duty of the Common Council in the premises, we express no opinion further than to say that it is our understanding that these streets and sidewalks have heretofore been in charge of the Council, and we assume that such charge was a duty the Council was required to perform, and unless relieved of it the duty remains; but, whether it does or not, it is sufficient, as we think, for the purposes of the matter now in hand, for us to say that in our opinion the Board of Park Commissioners is not chargeable with the care of these streets and sidewalks.

What appears to us a cogent and convincing reason why the charge of the streets and sidewalks is not vested in or imposed upon the Park Commission is our assumption that before the board was created the care of the streets, sidewalks and parks, including these under consideration, was upon the Common Council, and remained until changed by Legislative authority. The act creating the commission makes a change, but it is limited in its operation to relieving the Council from further charge of the parks only, leaving its duties regarding the streets and sidewalks the same as before. If the intention had been to further charge the board no reason occurs to us why the Legislature did not in turn so provide. It is certain they did not, and we feel warranted in concluding that the omission was intentional; that the Park Commission's duties were to be what its name suggests and are expressed in the act.

The charge of streets and sidewalks is not among the duties imposed. The Board of Park Commissioners posses no inherent power, but is a purely legal creation, and can legally do only the things it is authorized by law to do. The act creating the board authorized the levy of a tax to enforce the payment of money from the property-holders of the city for park purposes and confers no power to apply the money so collected to any other use. To your committee this seems a direction to apply the money to the parks and not to either streets or sidewalks not within the parks. If in this we are not in error, it follows that the Board of Park Commissioners is not only not in duty bound to care for the streets and sidewalks in question, but it has no legal right to apply the funds derived from the source aforesaid to such use.

No Elk for Sale.

A Centralia man made application to purchase a few of the elk at what was considered a low price. Upon motion of Commissioner Mallory the matter was settled by voting not to sell any of the elk in the reserves near the City Park. Dr. Eliot said that the noble band of animals should not be reduced.

The July pay-roll aggregated $327, and the expenses of maintenance were $232 68. These bills were inspected by the proper committee and ordered paid. The total expenditure, $1159 68, for July, is little more than is estimated for August. Parkkeeper Myers' estimate for August, which was approved, indicates the following force of men and employes in the park properties: One superintendent, one police, one animal tender, one teamster, one laborer and police for Holliday Park, one laborer and police at City Park, two gardeners, one carpenter, eight laborers.

Mrs. T. C. Watts, of Reuben, Columbia County, offered to sell the board a fawn for only $10, but the offer was rejected.

LOG RAFT NEARLY DONE.

Captain Robertson Will Tow a Monster to San Francisco.

The big log raft being constructed by the Robertson Raft Company, near Westport, on the Lower Columbia, is about finished, and is expected to start for San Francisco on the 12th inst., according to Captain H. R. Robertson, who came up from the scene yesterday.

Quite a large force of men has been employed on this raft for several months past, and some $30,000 has been paid out in its construction. It is 625 feet long and of 60 feet beam, with 32 feet depth, and draws 20 feet. The raft is in reality a huge bundle of piles, some of which are 22 inches in diameter at the butt and have a length of 120 feet. These piles are not considered big timbers in Oregon, but in the piney woods of Michigan or Wisconsin they would be counted mammoths. There are 520,000 lineal feet of piling in the raft, which, if computed in board measure, would figure up a total of 7,200,000 feet of lumber.

Captain Robertson says this is the ninth raft to be successfully towed to the Golden Gate from the northern coast. Insurance companies offer to deliver it in San Francisco at a premium of 4 per cent, which shows they consider the risk a desirable one. Two tugs will be required to do the towing, and these have been secured from the Puget Sound Towboat Company.

The raft company intends to build two more of these collections of piling, according to Captain Robertson, but the Beaver Flume Company's failure to supply the required timber has resulted in the suspension of further work at Westport this year. If these two rafts had been constructed some $60,000 more would have been spent on the river bank and in the woods down there.

NEW DESIGN FOR DRYDOCK

Andrew Allen at Work on Plans He Believes to Be Practicable.

Andrew Allen, of Portland, who rescued Lightship No. 50 from the beach near Ilwaco, this Summer, is preparing a design for a drydock, which, if put into operation, would prove a radical change from the huge basin system heretofore in vogue. His plan is to build a series of inclined railways from the bank of the river to a point in deep water, where a cradle could be run under the largest ships reaching Portland harbor. When the vessel has been set safely in this cradle, it will be hauled up the incline by a system of steam capstans to a spot high and dry, where the ship carpenters, calkers and painters can work on her entire hull just as though she were propped up in an old-fashioned drydock. When Mr. Allen's plans are all on paper he expects to submit them to the Port of Portland Commission, with figures on its cost and the probable expense of operation.

"A drydock built on my plan," Mr. Allen says, "can be located anywhere regardless of the composition of the material of the river bank, and so no expensive boring or surveying for a location will be necessary. The incline can be graded at the most convenient point for the shipowners, and any portion of the bank opposite deep water will do." He expects also to exhibit a copy of his plans and estimates to the Government engineers for their approval.

Mr. Allen's success in moving the lightship overland on an improvised plank walk has given him confidence in regard to successfully constructing this simple and inexpensive drydock, and he feels assured that his plans will be accorded due consideration, although they are largely theoretical.

URGES SAWMILL COMBINE.

Eastern Multnomah Concerns Are Not Making oMney.

A combination of the mills in the eastern portion of Multnomah County is talked of. The mills recently closed down for the reason that the railway company, which had been paying 23 cents a piece for railway ties, reduced the price to 22 cents. Most of the young men employed in the 12 sawmills have gone east of the mountains to work in the harvest fields. E. S. Bramhall, of Bull Run, declared that most of the men who owned and operated the sawmills sawing out railway ties at 23 cents apiece had nothing to show for their work. "I have been in the business myself," he said, "for a long time, and cut out many thousands of ties and know whereof I speak. I undertake to say that there is no money at 23 cents, and I am in favor of a combination among the mills by which the price will be fixed at 25 cents. Where are the owners of the mills that have been at work for so long a time cutting ties for 23 cents? While the money for these ties has gone into the country and farm improvements, etc., the owners of the mills have made practically nothing out of the business, and a good many of them have 'gone broke.' I believe that if the 12 or 15 sawmills would enter into an agreement, or combination, by which they would refuse to cut railway ties for less than 25 cents each, they would eventually get it, for the railways must have the ties. They have been sent far East. At any rate there is no use to cut ties for 22 cents. Millmen realize this, and I don't think any will, but what is the use of sawing out ties when there is no profit in the business? Let the millmen get together and come to an understanding of some kind, and they will get 25 cents."

Movement for Annexation.

There is a considerable movement for annexation among the suburbs east of the city, and definite action will likely be taken. Woodstock is the first in the field, with a strong committee, to ask that the boundary lines be extended to take in most of the Woodstock school district. J. C. Havely, chairman of the committee, says there is a large majority in favor of annexation to the city. This, he says, is shown in the largely-signed petition that went to the Legislature at the last session. He thinks that since that petition was signed there has been no change in the sentiment of the people. It is proposed to ask that Woodstock and Ivanhoe districts be annexed to Portland.

At Montavilla there is much talk over the question of annexation and incorporation. Some want annexation and others speak for incorporation. At Mount Tabor proper it is asserted that a majority of the people want annexation for various reasons. Police regulation is greatly wanted at Mount Tabor and Montavilla.

Railway Work.

Work on the double track of the Portland City & Oregon Railway Company, on East Eleventh street, between Hawthorne avenue and Division street, is progressing. The old track will be moved about two feet, so it will be the proper distance from the curb and second track. At the shops at Milwaukie the new cars received from San Francisco are being painted and put on trucks, and it is understood the new schedule will go into effect the middle of the month. Residents of Sellwood are looking forward to the improved service with great interest.

East Side Notes.

Miss Flora Bell, of the East Side, will leave Monday for San Francisco, where she will remain the greater part of August.

Mrs. Quimby Matthews, who was at the hospital for several days, has greatly improved, and is now at the home of her father, East Seventh street.

S. E. Wishard has sold 50 acres near Gresham, for $5000. He had 55 acres and retains five acres. Mr. Wishard has had possession of the land for the past 10 years. Land in that neighborhood has grown very valuable.

Rev. W. S. Wright, of Sellwood Presbyterian Church, has just returned, with a considerable party, from Mount Hood. In the party were the Montgomery family, of Oregon City; Professor J. H. Lyman, Rev. A. A. Hurd and Edgar Gleim. The party ascended the mountain to the White River Glacier.

Wise Bros., dentists, 'both phones; the Failing.

ROUGHING IT ON WASHOUGAL

Portland Men Got No Game but They Made Good Time to Town.

About the most weary, wayworn and dusty-looking party seen returning from a fishing trip this season marched into the city the other day on their way home from a two weeks' fishing and hunting trip to the headwaters of the Washougal. They were John Kosky, "Joe" Bowles, Fred Beal, Jack Hyde and Leo West. They looked like disciples of Dusty Rhodes and Weary Waggles and they had a hard luck story to tell. They proceeded up the Washougal to the last house and then worked their way to J. Ordway's old logging camp, sawing many fallen trees in two to clear the road. Their wagon was greatly damaged by the rough road. From the logging camp they made their way on foot miles up the stream into a never, never country where no one had ever been before, so far as they knew. They did not catch many fish, but they got away from a large number of bears, which were too familiar for comfort. They found a patch of high-bush cranberries as big as Jesse D. Carr's stock ranch, and an ocean of blackberry vines which extended to the horizon. The only game they killed was a buzzard and a bluejay and they are not yet certain which they liked best, they were both so good.

Beal and West were the bear hunters of the party, and when they found a bear and it jumped up on a fallen tree and displayed its ponderous form, they made record-breaking time in getting back to camp, and concluded that they had not lost any bears. Hyde devoted himself to carrying water, which was no sinecure, as camp always had to be pitched on a bench high above the river. Kosky, who had forgotten to bring any tobacco, devoted his spare time to smoking all the others had brought, and in guarding the keg of stimulant. Finally they had to take up the homeward march and owing to the broken wagon had to "hoof it" nearly all the way to town. They had no idea how far they had penetrated into the wilderness until they had walked back, and they now think it was a thousand miles at least.

BIGGEST RUN ON RECORD.

According to the most reliable records the present run of salmon at the mouth of the Columbia River is the greatest known. How many people in Portland have ever seen the king of fish as he is taken alive from the water? Not one in a thousand. Well, now is the chance of your lifetime, and the expense is but a trifle. Get on board the steamer T. J. Potter, leaving Portland Saturday at 10:30 A. M. She will take you through the fishing grounds from Astoria to Ilwaco in broad daylight. Round-trip rate $2 50. Ticket office Third and Washington. O. R. & N. Co.

Flesh, white or brunette shades are supplied of that useful, exquisite toilet article, Satin-Skin Powder, 25c. M. & F.'s.

MONEY IN BETTERMENTS

O. R. & N. PUTS MILLIONS INTO ROAD IMPROVEMENTS.

Details of the Latest Contract Near The Dalles—Will Cost Nearly $300,000—More Efficient Service.

Since President Mohler took charge of the O. R. & N., between $3,000,000 and $4,000,000 has been spent in taking out curves, reducing grade, laying heavy rails, replacing wooden bridges with steel, and otherwise improving the physical condition of the road. The line has enjoyed prosperity, and the extra money it has earned has been used to put it in condition for handling traffic more easily, more safely and more rapidly. For nearly three years this work has been prosecuted and it will still be a year or more before the improvements planned will be completed. Then the main line of the road will have been to a large extent rebuilt. It will be in all respects a well-built and thoroughly equipped railroad, capable of handling traffic as efficiently as any other road, and it will be a fit link in the Union Pacific system, on the other lines of which so much money is now being spent to put them in unexceptional physical condition.

The latest improvement undertaken by the O. R. & N. involves a change in the line between tunnel No. 3 and The Dalles, a distance of seven miles. The work to be done there, which is already under contract, will cost $281,960. The present line between tunnel No. 3 ad The Dalles contains 43 curves, with a maximum of 10 degrees. The new line will have but 15 curves, with a maximum of 6 degrees. Thus the new line will have 28 fewer curves than the old one, and there will be a saving of 903 degrees, or about two and one-half full circles, in the curvature, and the distance between the two points will be 1000 feet shorter. The gradients will be improved by taking out 61 feet in resistance.

This important work of betterment involves the purchase of 104 acres of land for new right of way; clearing the timber from 15 acres; the removal of 68,856 cubic yards of solid rock; 3124 cubic yards of loose rock, and 17,135 cubic yards of earth; the borrowing of 989,555 cubic yards of solid rock, 5364 cubic yards of loose rock, and 357,520 cubic yards of earth; 8300 cubic yards of rip-rap protection for embankments; 1113 cubic yards of concrete in culverts, and 86 cubic yards of paving for the same; 127 tons of cast iron drain pipe; 16,980 feet of lumber and 6.1 miles of fencing.

This is a specimen of the improvements that have been made in the O. R. & N. system. A large part of the mileage in the Columbia Gorge has been rebuilt, involving the boring of new tunnels, as well as the building of new grades and so locating the line that it is less likely to disturbance from dislocations of the scenery or other mutations of nature. In Umatilla County an extensive change was made, requiring the building of several miles of new road and the removal of depot buildings a considerable distance, but getting a vast improvement at a troublesome part of the road; in fact doing away with the causes of the trouble. In the Blue Mountains as well as in the Cascades these improvements have been carried on and will continue. Only through the prosperity of the road have they been possible. But they speak of enterprising management, for the profits might have been absorbed in dividends rather than in improvements to increase the efficiency of the road.

Gould and Sage Friendly.

NEW YORK, Aug. 2.—Russell Sage, in an interview published in the Tribune, says that the best of feeling exists between himself and George Gould and the Pennsylvania Railroad management, and that nothing will be done to antagonize the Pennsylvania in rebuilding the new Wabash line to Pittsburg.

"So far as good policy may permit," Mr. Sage said, "it will be the aim to turn a large volume of the business of the Gould roads in the Southwest over to the Wabash at their Eastern outlet. The only important plans now under way with reference to the property are in connection with the building of the new line to Pittsburg, and that line will surely be put through. This will not antagonize the Pennsylvania. I will not say there is a specific understanding to this effect, but there is a geenral understanding."

After Montana Livestock Business.

CHICAGO, Aug. 2.—Plans are being made by the Milwaukee & St. Paul to enter Montana and become an active factor in livestock business from the ranges to the principal markets. Assistant Freight Agent Calkins, who has charge of the livestock business of the road; Captain M. Nicholson, special livestock agent, and two Chicago livestock men have gone to Evarts, S. D., on the Missouri River, the Western terminus of the Milwaukee & St. Paul system in South Dakota, to investigate the livestock business in that section, and the action of the company will be based on their reports.

No Southern Pacific Dividend.

NEW YORK, Aug. 2.—The Associated Press learns on excellent authority that at the weekly meeting of the executive committee of the Southern Pacific Railway held yesterday, the result of operations for the complete fiscal year were considered, and it was resolved that the needs of the property for repairs and maintenance were such as to make a division of surplus earnings inadvisable.

PAN-AMERICAN PRESS CLUB

New Organization Brought Together by Mrs. Weatherred.

Buffalo Express, July 28.

An organization which is a natural outgrowth of the Pan-American Exposition is the Pan-American Press Club. Not very much has been written about this body, but it represents a vast amount of brain, talent and culture. The idea of such a club originated with Mrs. Edyth Tozier Weatherred, the Commissioner from Oregon, and the representative of nearly 60 newspapers at the exposition. Mrs. Weatherred is one of the two acting women Commissioners at the Pan-American, the other one being from New Jersey. Possessed of remarkable mental capacity and executive ability and being ever on the alert to gain as well as to give ned ideas, Mrs. Weatherred felt that an association of men and women, such as those who are gathered here in the interest of the papers of this country and South America, could not fail to be mutually helpful. The aims of the club are stated as follows:

"Whereas, the harmonious and friendly relations existing between states and countries is always conducive to wider and better commercial and intellectual advantages;

"Therefore, we, the press representatives sent from the states and countries of Pan-America to this exposition, believe that we can with better spirit, more intelligence and unselfish manner, perform the greatest good to the greatest number, in reporting to our respective publications, as well as instructing the public on the beauties and grandeur of the greatest exposition given by the American people, by organizing what shall be known as the Pan-American Press Club.

"We will endeavor to assemble often and in conversation learn from each other the customs and characteristics of the people, the resources of the soil, the commercial interests, and in every way acquaint ourselves with Pan-America as it is today. We solicit the co-operation of all members of the press here represented, and cordially invite the press of Buffalo to meet with us."

The officers of the club are: President, C. K. Sanders, New York; first vice-president, Senor Serefina, Argentine Republic; second vice-president, Juan Greaves, Mexico; third vice-president, Louis Larinie, Canada; secretary, Edyth Tozier Weatherred, Oregon; chairman reception committee, Mark Bennitt, Buffalo.

Through the courtesy of the state commission, the use of the New York State building at the Pan-American has been tendered to the Pan-American Press Club for a reception next Friday evening. A fine musical programme will be given, after which light refreshments will be served.

MISS BARKER ACCEPTS.

Wires Her Thanks to Astoria Regatta Committee.

Captain E. S. Edwards, chairman of the Astoria regatta committee, yesterday received a telegram from Miss Ivy Barker, who is in Butte, Mont., thanking the members of the committee for selection as queen of the regatta. Miss Barker will return to Portland early next week. She will select her chief maid of honor and four other maids from among the young women of Portland, and four additional maids from the young women of Astoria.

Captain Edwards also received yesterday the following self-explanatory letter from the commanding officer at Vancouver Barracks:

Vancouver Barracks, Aug. 1, 1901.—Mr. E. S. Edwards, Chairman Portland committee, Astoria regatta—Sir: Referring to your communication of the 22d ult., addressed to the commanding General, Department of the Columbia, with reference to the eighth annual Astoria regatta, I am instructed to inform you that the Department Commander has no objection to a compliance with your request by firing salutes at Astoria by a detachment from Fort Stevens, provided that no expense to the United States be attached. Very respectfully yours, W. N. RICHARDS, Lieutenant-Colonel, Seventh Infantry.

TO PROTECT CITY LABOR

FEDERATED TRADES SUGGESTS PROVISIONS FOR CHARTER.

Eight Hours for a Day's Work and $2 for the Minimum for Unskilled Men.

The Federated Trades Assembly last night adopted a resolution asking that certain provisions be incorporated in the city charter along the lines of trades' union sentiment. These provisions are:

First—That no person employed on city work, either as a mechanic or as unskilled laborer, who is not a citizen of the United States, or who has not declared his intention to become such, and that no person be employed in either capacity who has not resided in the city for one year.

Second—That eight hours constitute a day's work for both mechanics and unskilled laborers employed either by the city directly or by contractors engaged upon city work.

Third—That city contractors be required to pay off their laborers at least once a month.

Fourth—That the minimum rate of wages for unskilled laborers, working either for the city directly or for contractors engaged upon city work, be $2 per day.

A resolution requesting the legislative committee to urge the incorporation of these provisions in the new charter, was adopted by a unanimous vote.

The Labor day committee reported that it had engaged the Exposition building for the literary exercises on Labor day, and that W. H. Barry has been selected for grand marshal of the Labor day parade. The selection of Mr. Barry was ratified by the assembly, and it was decided that his chief aide should be selected from the builders' exchange. Mr. Barry was also added to the Labor day committee.

A communication was read from the Tailors' Union asking that Nicoll, the Tailor, Charles Coopey, Atcheson & Co., and the Farnsworth-Herald Tailoring Company be placed upon the unfair list for refusing to observe union regulations. The request was granted. A resolution was also adopted placing the National Cash Register Company, of Dayton, O., on the unfair list. The employes of that company are now out on strike.

Nine new delegates, including those from the newly-organized Butchers' Union, were seated in the assembly.

FALSE ALARM OF SUICIDE.

Demented Woman Gave the Police and Coroner a Merry Chase.

The Coroner and the police spent valuable time yesterday investigating a case of suicide that existed only in the mind of Mrs. Green, of Pine street, near Fifth. She rushed into the police station in the morning and said that an unknown man had committed suicide in the house where she lived. Two stalwart policemen accompanied Mrs. Green to her home, where they found the Coroner wandering about looking rather disgusted. "I understand there is a case of suicide hereabout, but I can't get any particulars," he explained. Both policemen promised to assist him, but after hunting over the neighborhood they were unable to learn of anyone who had departed this vale of tears. A woman who lived nearby volunteered the information that Mrs. Green often had ideas concerning occurrences that do not take place. The Coroner gave up the chase, and the policemen used vigorous language.

One hour afterward Mrs. Green again rushed into the police station and gasped, "Captain, there's another man taken his life, and——."

"Not if I know it," said Police Captain Moore. "We have had one goose chase on your account already today."

Mrs. Green's husband was sent for, and he took his wife home, saying that she is subject to fits of dementia.

FOR SWIMMING BATHS.

Yesterday's Pledges, All Voluntary, Footed Up $105 50.

Coupons attached to the circulars sent out by Edward Holman and L. Samuel were returned yesterday with pledges as follows:

Oregon Casket Co.	$ 25 00
H. C. Leonard	20 00
H. S. Rowe	10 00
A. D. Charlton	10 00
J. C. Ainsworth	10 00
John Conner	5 00
Rev. T. L. Eliot	5 00
W. H. Boyd	5 00
H. Metzger	5 00
H. Claussenius & Son	5 00
L. E. Kern	2 50
Cheap Charley	2 00
W. Benefil	1 00
Total	$105 50

Painless Dentistry!

NEW YORK DENTISTS

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No Pain! No Cocaine! No Gas!

THE NEW YORK DENTISTS

The ONLY DENTISTS in PORTLAND who use the ABSOLUTELY PAINLESS METHODS for extracting teeth, applying gold crowns and filling teeth. Do not be MISLED by DENTISTS of less experience locating in our vicinity, who try to profit by OUR REPUTATION, gained by years of HONEST SERVICE.

OUR METHODS are KNOWN and USED by the NEW YORK DENTISTS ONLY. All our old time-tried SPECIALISTS are at work as usual. The same doctors who worked for you in times past at the NEW YORK DENTAL PARLORS are still there.

LARGEST DENTAL PARLORS and Best Equipped Operating Rooms in the Whole World.

Have Your Teeth Out In the Morning and Go Home With New Ones the Same Day.

Our Prices Are the Lowest Consistent With First-Class Work. We Do Not Try to Compete With Cheap Dental Work.

TEETH EXTRACTED FREE WITHOUT PAIN WHEN OTHER WORK IS ORDERED.

We are making a specialty of gold crown and bridge work. Our name alone will be a guarantee that your work will be of the best. We have a specialist in each department. Best operators, best gold workman and extractors of teeth; in fact, all the staff are inventors of modern dentistry. We will tell you in advance exactly what your work will cost by a free examination. Give us a call, and you will find we do exactly as we advertise.

A PROTECTIVE GUARANTEE given with all work for ten years.

Set of Teeth, $5
Gold Filling, - $1

Teeth Extracted Without Pain.
Gold Crown, - $5
Silver Filling, 50c

EASTERN SPECIALISTS

With whom other dentists cannot compete, will wait upon you in our beautiful parlors, arranged for the comfort of our patrons, with PRIVATE OPERATING ROOMS, MODERN APPLIANCES and a lady assistant at each chair.

NOWHERE ON EARTH IS THE SUBJECT OF DENTISTRY SO THOROUGHLY UNDERSTOOD, and so much care experienced as by the directors of these magnificently appointed parlors.

Teeth extracted and filled absolutely without pain by our late scientific method. No sleep-producing agents or cocaine. These are the only dental parlors in Portland that have the patent appliances and ingredients to extract, fill and apply gold crowns and porcelaine crowns, undetectable from natural teeth, and warranted for 10 years, without the least particle of pain. Gold crowns and teeth without plates, gold fillings and other dental work done painlessly and by specialists.

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