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CHANGE OF MANAGEMENT.

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**SHAW'S PURE MALT**  
America's ORIGINAL MALT WHISKY Without a Rival Today  
BLUMAUER & HOCH  
108 and 110 Fourth Street  
Sole Distributors for Oregon**FIRE PLACES**  
We have a carload of Wood Mantels in transit. Carload freight is 100 per cent. less. You can save the difference. We will show you 100 mantels on our floor. \$3000.00 worth of new Gas and Electric Fixtures. See them before buying.**THE JOHN BARRETT COMPY**  
New Stores, Corner Sixth and Alder.  
(Opposite The Oregonian.)**The Ideal Method**  
Of warming a house is by a warm-air furnace, properly installed. With it, and a proper system, you get perfect ventilation. If you are interested in the proper and healthful warming of your home, we would be pleased to have you call, or drop us a line.  
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47 FIRST STREET, PORTLAND, OREGON**NEW YORK DENTAL PARLORS** Fourth and Morrison Sts. Portland, Or.  
Old-established and reliable dentists, where all work is guaranteed absolutely painless.  
**NO PLATES REQUIRED**  
Full Set Teeth.....\$5.00  
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Our offices are not managed by ethical dentists, but by Eastern graduate specialists.  
**NEW YORK DENTISTS** Fourth and Morrison Streets**THE PORTLAND**  
PORTLAND, OREGON  
American Plan \$3.00 Per Day and upward.  
COST ONE MILLION DOLLARS.  
HEADQUARTERS FOR TOURISTS AND COMMERCIAL TRAVELERS  
Special rates made to families and single gentlemen. The manager will be pleased at all times to show rooms and give prices. A modern Turkish bath establishment in the hotel. H. C. BOWERS, Mgr.  
"GOOD WIVES GROW FAIR IN THE LIGHT OF THEIR WORKS," ESPECIALLY IF THEY USE  
**SAPOLIO****THE ROYAL CHINOOK**

Wonderful Wealth-Producer of the Lower Columbia.

**APRIL RUN SAME AS LAST YEAR**

A Million Dollars' Worth of Traps in Baker's Bay—Value of Output Since Inception of the Business Over \$75,000,000.

Prophets of evil are abroad in the salmon world with the regularity of the New Jersey peach vend, but there is nothing so far to justify their pessimistic forecasts. The catch so far is equal to that of last season. The striking thing about the salmon industry continues to be the cold-storage business, which seems to help the general market, both for raw and finished product. The fish so far are uniformly of large size. It is expected that the season's pack will approximate that of last year, 220,000 cases, not including 1,500,000 pounds cold storage—a total on a case basis of 325,000 cases.

ASTORIA, Or., April 28.—(Staff correspondence.)—Among the piscatorial romances which have been handed down like the fables of the ancients, is a nice little yarn about the extraordinary important part played by Columbia River salmon in bringing Oregon Territory into the American flag. "Once upon a time," before the anti-expansionists, who were always firm believers in the theory that the influence of the Almighty had never exerted west of the Mississippi, had become very plentiful, a party of American patriots prevailed upon France to cede this territory. France with the characteristics which have never entirely deserted her, was not ceding anything that was worth holding, and in order to determine the specific gravity of this particular gold brick before it was passed up, an ambassador was dispatched to the Columbia River to examine Oregon Territory. The ambassador was one of those rare old sports whose estimate of great men placed Isaac Walton at the head of the list, and the rest nowhere. He had often heard that salmon-fishing was considered a famous sport, and as soon as he landed here, he proceeded to make a few casts. He tried in vain for many days without securing a rise, and then sent the following report: "Cede the d— country; the salmon will not rise to a fly."

For the purpose of making a good story the reader is expected to believe that the country was ceded on the strength of this report. Whether it was or not, we have the country, and the salmon. They still refuse to rise to a fly, but about \$2,000,000 worth of them annually swim into the gill nets, traps, seines and fishwheels, which seem to block every turn and crook of the channel on both sides, or in the middle of the river, all of the way from Fort Canby to Celilo. Astoria was not the original salmon-packing town on the Columbia River, when we consider the business from the standpoint of "falls," "falls," "falls," and other trade lingo, but as far back as 1792, when Robert Gray sailed into the river, salmon was the one great commodity which took the place of coin of the realm, when furs and pelts were scarce. The Royal Chinook tickled the palates of the early traders, and in due season it reached civilization in the Old World, and on the Atlantic Coast, in smoked, dried or salted form. Its value, immediate or prospective, was not appreciated in those days, and as an undeveloped resource, which could be worked into coin, it was at the foot of the class when compared with the skunks, mink, beaver, foxes, bears, etc., which played along the shores and some of which in a crude way took the place of fish-traps, seines, etc., in reducing the numbers of the salmon.

**First Salmon Pack.**  
The first pack of Columbia River salmon was put on the market in 1806, and it amounted to but 4000 cases. A year later it was increased to 18,000 cases. In 1809 an even 100,000 cases were packed, and in 1811 the figures were 200,000 cases. In 30 years following, the pack has never fallen below 200,000 cases. High water mark was reached in 1858, when 625,490 cases were packed, and the value of the output being \$3,147,000. The pack of 1884 was a very close second, with 620,000 cases, but the heavy pack of the preceding year had weakened the market a little, and it was sold for 30 cents per case less than was secured for the record pack. The third largest pack in the history of the industry was in 1885, when 617,400 cases were packed. Salmon were higher than they were 10 years previous, and the aggregate value of the pack that year was \$3,342,928, the greatest on record.

It is now over a third of a century since the commercial value of the Columbia River salmon became thoroughly understood, and since the first fish were packed, the industry has been the means of distributing over \$75,000,000 along the Columbia River, and today is giving employment to over 5000 men, with probably twice that number of people directly and indirectly securing their livelihood from the business. No other natural resource of the country is so easily available to every one who has a desire to engage in the work. The crop has been planted, grown and made ready for the harvest, without a cent of expenditure on the part of the fisherman, and the only outlay necessary is for gear, with which to catch the fish. Even this can be secured for a comparatively small cost, and not a few citizens of the Lower Columbia who are now enjoying life with a comfortable competence to keep them in their old age, began the business with an old piece of net, which cost but a few dollars, and served their purpose until they caught enough fish to buy a better one.

In settling up the country lying slightly back from the river. The kindly Government donated 100 acres of land to each arrival, but Lower Columbia land in its virgin state was for a time rather non-productive, and in order to make both ends meet, the settler was obliged to seek work away from the land. A large proportion of these settlers turned to the river as the most natural and easiest method of making a few dollars, and in the fishing season saved enough to provide with the necessities of life for the remainder of the year during which they carved gardens and fine farms out of the wilderness. Fishermen of this class naturally suffered a handicap in comparison with the trap men and fish-wheel men, who bought or pre-empted sites for their gear, but as the fishing business was incidental to the farming, in the long run they will probably fare fully as well as the men who have followed fishing exclusively. This latter class have improved remarkably in fortune as well as in reputation within the past 15 or 20 years, and to their increased thriftiness is due in large measure the manifest prosperity of the Lower Columbia settlements.

There are hundreds of gill-netters as well as trap men along the river, who own their own homes, have bank accounts and are sober, industrious citizens. The turbulent crowd, which in the old days were followed to the mouth of the river every Spring by a band of harpies of both sexes, has either reformed or died, for they are no longer in evidence, except in a small way. That particular avenue of vice known in the old days as "Rue de Concomely," "Paradise Lost," or "Swilltown," no longer gives Astoria the unenviable reputation of being the wickedest city in America. There are still remnants of the old irrepressible floating population visible at times, but a factor in the commercial and industrial life of the city, the drunken fishermen and the harpies who robbed him of his earnings, have almost disappeared.

**Where the Fish-Trap Thrives.**  
Astoria has always been and undoubtedly will continue to be the headquarters for the gill-net fishermen, but the domain of the fish-trap man is on Baker's Bay and Ilwaco, and the new town of Chinook, Wash., depends almost exclusively on this industry for its existence. Scattered along the Washington shore of the Columbia in the few miles between Fort Canby and Scarborough Head, are something like 500 traps, ranging in cost from \$500 for some of the inshore traps, to over \$1000 for the more expensive ones, which go farther out into the stream. The actual cost of these traps would probably average nearly \$700 each, so that that forest of trap poles and the gear attached, represents an outlay of about \$350,000. Some of these traps could not be purchased for \$20,000, and others would be poor bargains at half the money that was spent on them.

The earning capacity of the lot, however, is sufficient to make the value in the aggregate fully \$1,000,000. In fact, if a man had an option on all of the traps in Baker's Bay, the premium which he could secure over \$1,000,000 would make him rich. Compared with the gill-net, the fish-trap is a recent addition to the gear in use for preventing too large an increase in the salmon family. Gill-nets were depended upon almost exclusively to supply the canneries with fish for more than a dozen years after the inception of the cannery business, and the pack had run up to nearly 500,000 cases before the first of these deadly contrivances began working. A Wisconsin man named Graham is credited with the first trap on the Columbia River. It was built similar to the pound-nets which he had used on the Great Lakes; in fact, I am told that strictly speaking, a fish-trap is a pound net.

**The First Trap.**  
Mr. Graham had his trap in working order in 1873, and as it was somewhat crude in comparison with the modern affairs now in use, it failed to arouse the hostility of the gill-net men. The trap fished on, however, on high-water slack and low-water slack, and also between tides. While the poor gill-netter was risking his life in drifting down around the death-haunted spits where the salmon loved to play, the trap man was at home enjoying the comforts of his fire-side with the innominate money-maker leading out from the shore taking in everything that came along. The new contrivance advanced in favor quite rapidly, but the greatest increase in numbers was not secured until five years after the introduction on the river. The gill-netters soon objected to opposition of this kind, for gear that "fished all night and fished all day," not only had a big percentage in its favor over the gill-net, which fished only when they were laid out by the owners in making their daily drifts, but the traps caught so many small fish, that they were regarded as a menace to the permanency of the business.

**ARBOR DAY FOUNDER**

Death of J. Sterling Morton, of Nebraska.

**EX-SECRETARY OF AGRICULTURE**

Suffered Two Strokes of Apoplexy, Following Severe Illness Caused by La Grippe—His Public Career

Born April 22, 1832.  
Secretary of Nebraska Territory, 1855.  
Acting Governor of Nebraska Territory, 1860.  
Secretary of Agriculture, 1869-97.  
Died April 27, 1902.  
Founder of Arbor Day.  
Member of Nebraska Territorial Legislature.  
President of Nebraska Territorial Board of Agriculture.  
President of Nebraska Horticultural Society.  
President of American Forestry Association.

CHICAGO, April 27.—Hon. J. Sterling Morton, ex-Secretary of Agriculture, died at 4:30 o'clock this afternoon at Lake

**BEVERIDGE ON SELF-GOVERNMENT FOR FILIPINOS.**

If the Filipinos are found capable of self-government, the Republican party will give it to them. But the Republican party proceeds on facts, not on imagination. And therefore Congress has ordered a census of the Philippine Islands for the purpose of informing Congress to what extent and in what places Filipinos can govern themselves. Is not this the method of reason? First find the facts and then fit our action to those facts. And while these facts are being gathered, American administration in the Philippines is extending self-government in town and village as rapidly as the Filipinos themselves can manage it. We are teaching them by practice; we are training them by education. If we can make them self-governing, none will halt that consummation with such delight as we who are instructing them. But we will not turn them back to barbarism. We will not abandon them to rival powers. We will not haul down the flag. We will do our work like Americans and men until all the East shall bless the name of the great Republic and all mankind cheer American beneficence.

Forest, at the home of his son, Mark Morton. For several weeks Mr. Morton had been gradually failing. The nature of his sickness had not been determined, and a week ago he was brought from his home at Nebraska City, Neb., to Lake Forest, near Chicago, Ill., where he had brought no improvement, and he declined gradually until death came.

The arrangements for the funeral are yet incomplete, but it has been determined that services will be held at Lake Forest at 2 o'clock Tuesday afternoon, after which the remains will be removed to Mr. Morton's country home at Arbor Lodge, near Nebraska City, Neb., where services will be held Wednesday afternoon. The interment will be at Nebraska City. A special train bearing the remains of Mr. Morton and members of his family will leave Chicago for Lake Forest Tuesday afternoon for Nebraska City.

**J. Sterling Morton's Career.**  
Julius Sterling Morton was born in Adams, Jefferson County, N. Y., April 22, 1832, and was the son of Julius Dewey and Emeline (Sterling) Morton. His paternal ancestors were among the earliest settlers in New England, being passengers on the Little Ann, the first ship after the Mayflower. J. Sterling Morton's parents, removing to Michigan in 1834, he attended a private school at Monroe until 14 years of age, and was then sent to a Methodist academy at Albion, in that state, and there prepared for college. In 1850 he entered Michigan University, where he remained through most of his course, but was graduated at Union College in 1854. He was married in October of the same year to Caroline Joy French, of Detroit, Mich., and immediately thereafter settled at Bellevue, Nebraska Territory. He, however, remained at that point only a few months. He then removed to what is now Nebraska City, and became a member of the town company which surveyed and established the place. Adjacent to the townsite he took up a claim of half a mile square of the public land as a pre-emptor. Upon that place, which is known as Arbor Lodge, he had resided ever since, and there in 1881 his wife died.

Mr. Morton was a practical farmer, and lived upon the same place for nearly half a century. He originated Arbor Day, and thousands of trees thriving on the once woodless prairies of the West are many of them living witnesses to the beneficence of this new anniversary.

Four times without solicitation on his part, he was made unanimously the candidate of his party for the Governorship of Nebraska, and twice in a similar manner nominated for Congress. At every Senatorial election since the state was admitted by law, the Acting Governor upon the resignation of Governor William A. Richardson. At the Senatorial election in Nebraska during the winter of 1892-93 Republican members of the Legislature in caucus declared that they would support Mr. Morton for United States Senator in preference to any Populist candidate. In 1898 President Cleveland appointed Mr. Morton Secretary of Agriculture.

When a member of the Legislature he opposed wildcat banks, and during the next year was defeated for re-election because of his opposition to those financial fallacies. In 1888 President Buchanan appointed him Secretary of the Territory of Nebraska, and he became, under a provision of law, the Acting Governor upon the resignation of Governor William A. Richardson. At the Senatorial election in Nebraska during the winter of 1892-93 Republican members of the Legislature in caucus declared that they would support Mr. Morton for United States Senator in preference to any Populist candidate. In 1898 President Cleveland appointed Mr. Morton Secretary of Agriculture.

He was a man of steadfast convictions unswerving honesty and undoubted ability. By nature a controversialist, Mr. Morton went into the Cabinet with many fixed ideas about the Government service. He was a practical farmer and ran his department along practical lines, but nevertheless not without many squabbles. He regarded the distribution of seeds as paternalistic and on that subject found himself in opposition to Congress.

His constant motto was "plant trees," and these words he had stamped in large letters under a picture of a tree on his stationery. He was an inveterate letter writer. He found keen enjoyment in answering communications from farmers and it was no unusual occurrence for him to call newspaper men into his office to read answers he was

**THE ADMIRAL WILL BE THE GUEST OF THE CITY UNTIL WEDNESDAY.**

MEMPHIS, April 27.—Rear-Admiral and Mrs. W. S. Schley arrived in Memphis over the Southern Railway this afternoon, and were at once driven to their rooms at the Gayoso Hotel. A reception committee met the visitors outside the city limits and escorted them to Memphis, and several hundred people were in the streets to bid them welcome.

Admiral Schley will be the guest of the city until Wednesday. Tomorrow morning a parade will be given in honor of the Admiral and his wife. In the afternoon he will be presented with a silver service, and in the evening a banquet will be spread at the Gayoso Hotel. Tuesday morning there will be a reception at the Commercial Exchange, and in the afternoon an excursion on the Mississippi. At night there will be a grand ball under the auspices of the ladies of Memphis. Wednesday the Admiral will be handed over to his Masonic brethren.

**Pioneer Railroad-Builders.**  
ST. JOSEPH, Mo., April 27.—Morris Hickey, a pioneer railroad-builder, one of the originators of the Hannibal Railroad in Missouri, died here today, aged 77 years.

**SCHLEY AT MEMPHIS.**

**The Admiral Will Be the Guest of the City Until Wednesday.**  
MEMPHIS, April 27.—Rear-Admiral and Mrs. W. S. Schley arrived in Memphis over the Southern Railway this afternoon, and were at once driven to their rooms at the Gayoso Hotel. A reception committee met the visitors outside the city limits and escorted them to Memphis, and several hundred people were in the streets to bid them welcome.

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**ROAD TO BOHEMIA**

Contracts for Construction Have Been Signed.

**WORK IS TO BEGIN AT ONCE**

Line Will Be Completed to Border of Forest Reserve This Year—Will Tap Heavy Timber as Well as Mines.

Contracts have been let for the construction of the railroad from Cottage Grove to the Bohemia mining district, a distance of 21 miles. This will tap a rich mining region as well as pass through a heavy timber belt. It is believed that the same forces that are exploiting the Bohemia mining district will establish a smelter in Portland.

Contracts for construction of the Oregon & Southeastern Railroad, the line to be built between Cottage Grove and the Bohemia mines, have been signed, and the road will be built this year, to the border of the Cascade forest reserve, a distance of 21 miles from Cottage Grove. This positive announcement was made by General Manager W. F. Morphy before he left yesterday morning for the scene of operations. The East Side Construction Company, of which J. H. Smith is manager, will do the grading, and Campbell & Alexander will supply all piling and build the bridges on the line. The work will begin soon as the necessary forces of workmen can be secured, and it is understood it will be prosecuted to completion within six months.

Other arrangements will be necessary before the railroad can be built beyond the forest reserve boundary—either the mining district must be set out of the reserve, which is expected to be done, or formal authority to build upon the reserve must be obtained. One or the other of these modes of proceeding will prepare the way for building to the mines by the time the track shall be laid for the first 21 miles of road. It will be only about 12 miles farther to the mines.

While the railroad enterprise has been set on foot chiefly by the mining interests of the Bohemia district, it will not be dependent upon the minor iron business. The road will pass through a fine body of timber between Cottage Grove and the reserve; in fact, the timber on the reserve is greatly inferior to that outside its border. The Booth-Kelly Lumber Company is said to own 15,000 acres of that heavily timbered land, and it is understood that two large sawmills will be built in that section soon as the railroad shall be ready to move the freight. The timber alone will give the railroad paying traffic. The mines will add a large volume of ore when the railroad shall be in shape to handle it.

It is said, too, that the same forces that have brought about the exploitation of the Bohemia mines, and secured the railroad, have arranged for the construction of a large smelter in Portland to treat the ores. No official confirmation of this statement is obtainable, but it is apparent that the mining development of the district is proceeding very confidently, and most of the people interested believe the smelter has been already fixed.

Those who have been watching Bohemia affairs prophesy mining activity in that district that will amount to more than the Buffalo Hump or Thunder Mountain or Cape Nome excitements. There has been a marked hardening of values in the district in the past few days, and great things are expected to develop before the end of this year.

The new company has made an arrangement with the Southern Pacific by which a new union station is to be erected at Cottage Grove, and the terminal yard of the Bohemia road will also be used by the Southern Pacific. Quite extensive railroad improvements will be made at Cottage Grove, to provide facilities for handling the large traffic that is deemed certain to come from the new line for outside shipment.

**THE SICK ARCHBISHOP.**

Corrigan's Physicians Say His Recovery Is Sure.

NEW YORK, April 27.—The physicians in attendance on Archbishop Corrigan visited him today, and after a consultation upon the morning's developments, the following bulletin was issued: "The archbishop's condition is in all respects satisfactory."  
"E. L. KEYS, M. D."  
"FRANCIS DELAFIELD, M. D."  
Father Curley, Archbishop Corrigan's secretary, said the patient's condition was so far improved that the doctors had decided to add to his diet.  
At St. Patrick's Cathedral, and from the pulpits throughout the city prayers were offered for the archbishop's speedy recovery.

Referring to a cablegram from Rome, printed today, that the pope had dictated letters to the American bishops with a view to making Archbishop Corrigan a cardinal, Father Curley said the report was not true.

The physicians issued this bulletin at 10 o'clock tonight:  
"Everything in the archbishop's condition points satisfactorily toward convalescence."  
Dr. Keys added: "Archbishop Corrigan is on the road to recovery. His recovery, although sure, will take some time, because of his weakened condition."

**Cummings' Condition Unchanged.**  
BALTIMORE, Md., April 27.—The condition of Congressman Amos J. Cummings remains unchanged at 10 P. M.

**Victoria Contingent Leaves.**  
VICTORIA, B. C., April 27.—The Victoria volunteers for the 24 Canadian contingent for South Africa, 12 in number, left for Halifax.