

Oregonian

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PORTLAND, OREGON, WEDNESDAY, JULY 23, 1902.

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FOR DEEP WATER

Langfitt's Report on Rivers and Harbors.

COLUMBIA RIVER PLANS

The Big Basin and the Oregon Coast.

RECOMMENDATIONS FOR 1904

To Work With Port of Portland in Improving Channel to the Sea—Summary of Results Achieved in Two Districts.

In his annual report, Captain W. C. Langfitt, after reciting the condition of the various river and harbor works in the Columbia basin and on the Oregon coast, recommends appropriations to be expended in the year ending June 30, 1904, as follows:

Mouth of Columbia	 \$200,000
Between Portland and sea	 350,000
Vancouver to mouth of Columbia	 250,000
Douglas canal	 200,000
Cascadia locks	 220,250
Vancouver to mouth of Columbia	 10,000
Columbia River	 45,000
Columbia Bay and harbor	 95,970
Columbia River	 3,000
Mouth of Columbia	 5,000
Tillamook Bay and harbor	 5,000
Upper Columbia and Snake	 10,000
Lower River, Washington	 15,000

OREGONIAN NEWS BUREAU, Washington, July 21.—The annual report of Captain W. C. Langfitt, United States Engineer, in charge of the rivers and harbors improvement work in Oregon, including the Columbia, Snake and Clatsop water rivers, was made public by General Gillespie, Chief of Engineers, today. It gives the customary review of the various projects under his control and makes recommendations for future appropriations. Following is a summary of its more important parts:

Mouth of the Columbia.
"Prior to commencing the work of construction in 1899 there were one to three channels across the bar at the mouth of the Columbia River, and these channels varied both in location and depth, the latter being usually 10 to 21 feet, while the location shifted through nearly 180 degrees from Cape Disappointment to Point Adams. This project for improvement adopted in 1894 contemplated securing a low-water channel depth of 30 feet across the bar at the mouth of the river by the construction of a jetty to extend from the shore near Fort Stevens across Clatsop Spit in the direction of a point about three miles south of Cape Disappointment, the jetty to be built of rubble and random blocks of large size resting upon mattresses of brush. The jetty was completed in 1895 to the length of four and a half miles and full projected height. This work caused an increase in depth over the bar from 20 to 21 feet at mean low water. Annual surveys since 1896 have shown each year marked shoaling of the depths over the bar, the greatest depth obtained having been 21 feet in 1895, being one foot in excess of the depth proposed by the original project.

"A detailed survey was made in 1899 and 1900, and the results of this survey, with project and estimate for deepening the channel to 40 feet at a cost of \$2,031,130.51. This project was adopted by sundry civil act of June 6, 1900, and the sum of \$250,000 was appropriated therefor for repair of the jetty, etc. The river and harbor act of June 13, 1902, makes a further appropriation of \$500,000 for continuing improvement and authorizes contracts not exceeding \$1,000,000.

"Work during the year has been carried on with a view to facilitating early operations under additional appropriations. The washed-away portions of the jetty tramway had been redressed during July and August, and 19,794 tons of stone dumped to preserve it. Part of this work was carried away by the winter storms. The standing portion of the tramway is in good repair. All available plant has been thoroughly overhauled and put in good condition. It is considered, however, that it is now too late in the season to attempt further extension of the jetty before next spring.

"This year's survey, completed June 25, 1902, shows a marked shoaling of the north channel, with a depth through it of 21 feet, while on the south or Clatsop spit there is a general increase in depth of two to three feet. There is also evidence of the north channel closing and one forking in a westerly direction, and it is hoped, with somewhat increased depth. The 24 and 30-foot contours of the bar have receded considerably on its westerly or sea side. Sand Island and Clatsop spit show very few changes from last year's conditions, but the harbor depth has increased by about 10 feet, the maximum depth now being 35 feet.

"The average rise and fall of tide on the Columbia River bar is about 7.4 feet." The money statement shows that the balance available for this improvement is \$220,209.50; that the estimated amount required for the completion of the present project is \$1,775,131.46; and that the amount that can probably be expended in the fiscal year ending June 30, 1904, in addition to the balance unexpended July 1, 1902, is \$500,000.

River Below Tongue Point.
"This improvement covers a stretch of the river about 5 1/2 miles long, beginning just below Tongue Point and extending down along the water front of Astoria. The principal obstruction is a rocky point known as the Sylvia de Grasse Reef, about one mile below Tongue Point and around which ships are obliged to make a sharp turn to avoid striking it. The ledge induces shoaling, with consequent narrowing of the passage. The original and present project, adopted in 1896, contemplates the removal of the wreck of the Sylvia de Grasse and the outer portion of the reef, supplemented by dredging to obtain

a 25-foot channel 200 feet wide extending along the water front of Astoria. Estimated cost, \$121,550. The amount expended on this work up to the close of the fiscal year ending June 30, 1902, was \$71,165.28. Prior to operations under the present contract no work had been done except dredging for temporary relief. During the year 324 cubic yards of rock and 324 cubic yards of sand were excavated, and it is estimated that the whole work will be completed in about two months. The result of this work has been the attainment of a depth of 24 feet over a channel about 150 feet wide, and with very little dredging in a few shoal places this will be increased to 25 feet. The balance available July 1, 1902, was \$49,975.08.

Between Portland and the Sea.

"The original condition of these rivers from Portland to the sea was such that only 10 to 15 feet could be carried over the shoal places at low water. Numerous sand bars obstructed navigation to deep-water craft and distributed the water over an extended area, so that the greatest depth could be carried over them in only a comparatively narrow channel. "The value of the availability of the waterway for purposes of commerce is proved by the quantities of grain and produce that through it find an outlet to the markets of the world from Oregon, Wash-

LAUGH ON CUDIEHEE

Great Flasco in Pursuit of Outlaw Tracy.

SEATTLE STILL ALL STIRRED UP

Sheriff's Chances for Re-Election Are Much Dimmed—How Deputies Barely Escaped With Their Lives—The Drama.

SEATTLE, Wash., July 22.—(Staff Correspondence.)—While Seattle is not suffering from Tracyitis in the acute form that manifested itself a week ago, the

CARDINAL LEDOCHOWSKI DIES



PREFECT OF THE CONGREGATION OF THE PROPAGANDA OF THE ROMAN CHURCH.

ROME, July 22.—Cardinal Ledochowski, prefect of the Congregation of the Propaganda of the Faith, died this morning, after a long illness. Cardinal Ledochowski was born at Cork, October 28, 1822, and was the descendant of an illustrious Polish family.

The pope, on learning of Cardinal Ledochowski's death, was greatly distressed, and exclaimed: "A valiant fighter for the church and religion has gone. His memory be blessed." The pontiff then knelt and prayed for the repose of the cardinal's soul.

With Cardinal Ledochowski's death, Cardinals Santinello and Parocchi are the only surviving cardinals created by Pope Pius IX.

Cardinal Ledochowski was out driving as usual last evening. When his valet entered his room at 9 o'clock this morning the cardinal had a sudden paralysis stroke and succumbed. It is thought that Cardinal Vincenzo Vannutelli, bishop of Palermo and archbishop of the Libano Basilica, will be appointed prefect of the congregation of the propaganda in succession to Cardinal Ledochowski.

Tonight the candidates for the post made vacant by the death of Cardinal Ledochowski are equal in number to the hours which have elapsed since the cardinal's death. In addition to Cardinal Vannutelli, Cardinal Francis Sattoli, formerly apostolic delegate to the United States, is prominently mentioned as a candidate. He is reputed to be a special favorite of the pontiff, whose power of appointing is absolute. It is pointed out that Cardinal Sattoli's thorough knowledge of American affairs peculiarly fits him for the prefecture, the United States being the most important country with which the propaganda has to deal.

ington and Idaho. Its improvement to navigation for deep-water craft is of the utmost importance to the entire Northwest section of the country whose inhabitants find the natural outlet for their produce through the Valley of the Columbia.

"Prior to the adoption of a project dredging had been done for temporary relief, and the sum of \$22,789.46 expended for that purpose.

"The original project was adopted in 1877, and was prepared with a view of obtaining a channel depth of 25 feet. In 1881 the project was extended to obtain a low-water channel depth of 30 feet, at an estimated cost of \$772,464, and the Port of Portland Commission was granted permission to assist in carrying it into effect. On the original and modified project exclusive of amounts expended in dredging prior to 1877 and by the Port of Portland Commission, there has been expended the sum of \$1,096,874.11 to June 30, 1902, and it may be said that all the expenditures since 1895 have been applied to maintenance, as no permanent works have been constructed.

"The project approved by the Chief of Engineers May 24, 1900, proposes a 25-foot channel to the sea by construction of controlling works and dredging. Estimated cost, \$1,794,330, with \$175,000 as cost of a new dredge and accessories and \$50,000 for maintenance.

"The sum of \$225,000 has been appropriated by act of June 13, 1902, which is sufficient to allow the construction of the proposed dredge, make necessary repairs to present plant, paying operating expenses for both dredges and construct any permanent works. The usual variation of water levels due to tides, is from two feet at Portland to seven feet at Astoria. The variation caused by freshets ranges from 30 feet at Portland to zero at Astoria.

The commercial statistics show that there were 1,347,790 tons of freight handled by river craft in 1901, receipts from foreign and coastwise were 29,548 tons, and shipments foreign and coastwise were 629,736, by far the largest commerce ever handled on the Columbia.

(Continued on Page 10.)

remnants of all meals into the oven after the family has eaten in the hope that Mr. Tracy will come along and feel hungry. Her husband and daughter have argued with her repeatedly and showed her the newspapers that announced the outlaw's presence in far other localities, but she still has hopes, and this is to notify H. Tracy, Esq., that if he ever returns to Yeeler he will not have to hunt long for a cup of hot coffee and a big thick slice of bread and butter, like his mother used to make.

About a week ago when the bad man was up near Ballard, a reporter dashed into the office of the Post-Intelligencer, hatless and puffing and blowing like an excited porpoise.

"By George," he shouted to the city editor, "I nearly had a h-l of a big story for you."

"What was it?" asked his chief, preparing to hear the worst.

"I nearly shot Tracy!"

"Shot him? You?"

"You bet, and I've wounded him, as it is. I was going along on my way when I saw him behind a stump, and told him to come out. He wouldn't do it, and so I let fly. I shot five times, and I'm sure I hit him the last time, because the son of a gun doubled up and groaned."

No, I didn't wait to see if I'd killed him, and I guess I didn't, because I saw him humping out from behind the stump and disappearing into the brush a little later.

Reporter Nearly Shoots Deputy.
The reporter went into his desk to write the sickening details of his exciting adventure, and had been gone about a minute, when a very angry man burst into the city editor's office.

"Have you got a d-n fool reporter here?" he began. "Yes," he continued, as the reporter came back into the room to ask for more space. "That's the idiot. My name is Bunch, and I'm the chief deputy. I was out on a post waiting to hear news of Tracy this afternoon, when this unwholesome fellow came along and began to shoot at me. He fired 14 shots, and every one of them missed me by about the sixteenth part of a thirty-second of an inch. If you've got to give your reporters target practice, I wish you'd select some other target besides a deputy sheriff, and a chief deputy at that."

Mr. Bunch was finally pacified, but the reporter was withdrawn from the pursuit of the prize criminal.

A reporter for the Seattle Star was riding along on a bicycle in the vicinity of Renton the other day, when a man suddenly stepped out from behind a tree and began to shoot at him.

"Here," he expostulated, "what are you doing that for?"

"Well," said the marksman, "I'll shoot at any one who doesn't stop when I tell him to."

"You never told me to stop."

"Well, maybe I didn't, but you ought to have known enough to without my telling you."

The reporter rode back into town. The next time he takes chances with country deputies, he will wear a bullet-proof coat.

People Now Fear Deputies.
Almost every road leading through the districts over which Tracy has passed are now practically deserted; not because people fear the outlaw, for they are beginning to regard him with that undying affection they lavish on the totem pole, the battle-ship Nebraska, Elliott Bay, and, in fact, anything that bears the distinctive stamp of Seattle. It is the deputies they fear, and with reason, for the deputies are armed to the teeth, and their name is several times legion.

W. M. Russell, the talented playwright; R. E. French, the well-known actor, and a third person, who does not matter, have composed, and are producing a play at the Third-avenue Theater, the name of which is "Tracy and Merrill," and the explanation of which is an exciting local melodrama. It has not been the writer's good fortune to witness this production, but he will do so at his earliest opportunity, and endeavor to give the readers of The Oregonian as much of an idea of it as mere cold type can convey.

J. J. M.

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IN HANDS OF POPE

Ireland Pleased With Philippine Negotiations.

TAKES CATHOLICS TO TASK

Certain Institutions and Papers Going Out of Their Way to Find Fault With the Administration.

Archbishop Ireland, reviewing the progress of negotiations between Governor Taft and the Vatican, took to task certain Catholic institutions that have assumed to question the fairness of the Administration toward the co-religionists. The archbishop is entirely satisfied with the result of the negotiations.

ST. PAUL, July 22.—Archbishop Ireland, in an interview with a representative of the Associated Press, said:

"Yes, the news from Rome is quite satisfactory, and I am sure, quite correct. Private advice coming to me from the most reliable source confirm in all respects the dispatches given by the Associated Press. The sovereign pontiff and other Roman authorities are delighted with Governor Taft personally, and with the negotiations in course of progress between him and the Vatican. The reports sent out by the representatives of London papers to the effect that the pontiff was displeased with the manner of the acting Governor Taft, that he was most satisfied to treat with Governor Taft were absolutely unfounded. As stated in this morning's Rome dispatch, the pontiff assured Governor Taft that he was most satisfied and happy at the results so far obtained, and that he was confident the negotiations begun in Rome would be the starting point of a complete and satisfactory solution of the question under discussion. The statement resumes in the most exact manner the situation as to the Vatican's views and as it really is.

"The Vatican and Governor Taft came quickly and easily to a substantial agreement. The question of the Vatican is what practical methods are to be adopted to put the agreement into execution. With a little time certain matters now seeming to offer great difficulties will be made, by quiet, skillful touches of pontifical diplomacy, to work themselves without friction or excitement, and so when in Manila final conclusions are to be reached, things will be ripe and will turn out all right.

Vatican's Method Wise.
"This is the Vatican's method of proceeding. It is a wise and prudent method. Mr. Taft understands the matter, and leaves Rome thoroughly satisfied and hopeful. There can be no question of the sincere co-operation of the Vatican is now secured to the American Government in its task of pacification in the Philippine Islands, and that in the results to come the co-operation of the Vatican will have ample reason to felicitate itself for having sent Governor Taft to Rome.

"And now it is to be hoped that there will be among certain classes of Catholics in America a cessation of movements and declarations such as we have occasion to hear of, regarding religious matters in the Philippines. The pope teaches the Catholics to treat the American Government as they seem to have been heretofore unwilling to do. In his conversation with Governor Taft he expressed the highest esteem for American officials, and in treating church matters, he remarked that he had more than once pointed towards the United States as setting an example well worth copying. His words ought to signify to the Philippines, and to the Catholics and officially his own, and it should be considered as such, though a few may remain who still believe that they have a better understanding of it than he has, and will insist on telling him how to handle it. But such as these are few, and at least it will be clear that they hold no brief whatever from the Catholic body at large.

"The agitation, such as it was in certain Catholic quarters does no honor to those who participated in it. As is now proved, they spoke and acted without due knowledge, and certainly without proper regard for the Government of their country. They should first have been absolutely certain that injustice had been done; then they should have sought a remedy by an appeal to the proper officials before raising in public irritating clamors. It was rankest rashness and rankest injustice to intimate that the Government intended to oppress the Catholics in the Philippines, and to detach the inhabitants from the Catholic faith. To know in the slightest degree Mr. Roosevelt, Mr. Root or Mr. Taft is to be certain that nothing of the kind could have been thought of or tolerated. Never did there reside in the White House a man more fair-minded and impartial in religious matters, more resolute to give all classes of citizens the religious rights granted them by the Constitution, and to protect them in those rights, than Theodore Roosevelt. During his Administration it is unquestionably absurd to imagine that Governmental acts could be such as to deny or impair the religious rights of any people or tribe over whom floats the American flag.

"As to Mr. Taft, I quote from a letter which I received but yesterday from a Catholic priest living in the archiepiscopal palace in Manila, Rev. D. McKinnon: 'I can assure you nothing could be more unjust than the criticisms of Governor Taft appearing in some Catholic papers. Governor Taft has not a particle of bigotry in his make-up. In all his acts here I defy any one to say he has shown himself prejudiced in the least.'"

"I repeat, the agitation I am reproving only comes from the few-American Catholics as a body trust the Government—and in the present issue trust the holy see and hold their souls in peace."

To Prevent Strikes in Future.
CHICAGO, July 22.—General managers of the railroads centering in Chicago are considering the advisability of establishing a general labor board, whose individual members will be empowered to act for the railroads they represent. An attempt will also be made to induce the labor unions to organize a similar board to treat with the railway board on grievances. The object of the plan is stated to be to save expenses and time for both the railroad officials and the employees.