Morning Oregonian.

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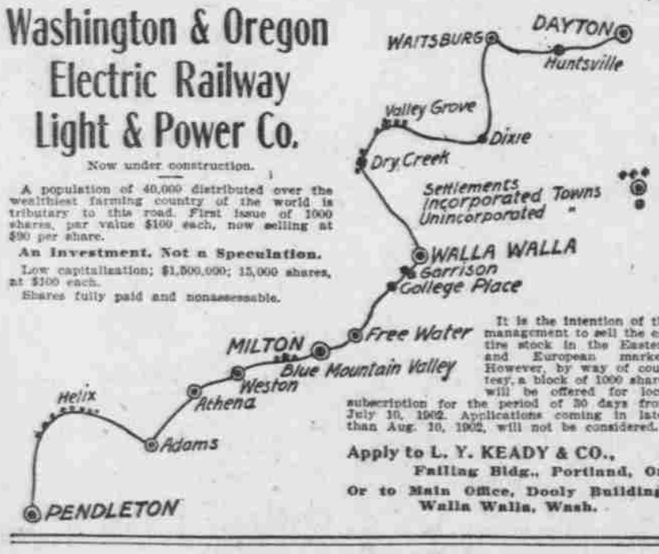

It is the intention of the management to sell the entire stock in the Eastern and European market. However, by way of courtesy, a block of 1000 shares will be offered for local subscription for the period of 30 days from July 10, 1902. Applications coming in later than Aug. 10, 1902, will not be considered.
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SALT WAR IS ON

Local Importers Fight the Trust.

9000 TONS FROM ABROAD

Four Ships Salt Laden, en Route; One Is Here.

PRICE TAKES TUMBLE TODAY

Federal Company First Lops Off $6 per Ton, and Now Comes $8 More—Octopus' Hold at Last Apparently Broken.

Cheap ocean freights between Europe and Portland are responsible for the liveliest salt war that has ever been witnessed on the Pacific Coast. Four ships are now en route for Portland from Europe with salt cargoes, and a fifth is discharging in the harbor. The amount of salt included in the cargoes of the fleet of five vessels is approximately 9000 tons, and it has precipitated a merry war fraught with great interest and profit for salt-consumers of the Pacific Coast. For the past few years the salt business of the Pacific Coast has been in control of the Federal Salt Company, better known as the salt trust, an organization which has control of the output of all the salt obtainable for Pacific Coast territory. The owners of the salt mines were paid a nominal figure, said to be about $5 per ton, for the product, and under the benign influence of the trust the price to consumers steadily mounted to $25 and $28 per ton.

While Portland importers have brought on the war and attendant drop in prices, it was a Seattle dealer who opened the ball. Had he been possessed of the nerve and staying qualities of the Portlanders, salt would have declined last Winter. The China Mutual steamers were coming out from Europe with hardly enough freight to keep them in ballast trim, and, in order to secure cargo, made a very low rate on a lot of 2000 tons of salt from Liverpool to Seattle. The salt trust was advised of the move, and, before the consignment reached its destination, they bluffed the Seattle man into selling them the cargo, preferring to take it at a nominal figure instead of fighting it with lower prices. On arrival, the Seattle consignment was laid away in the warehouse, and the price of salt still remained way up in the air. It was held at such outrageous prices that Portland importers saw an opportunity to make some money, and the British bark Sierra Estrella was laid on at Liverpool to load a consignment of 1500 tons for Portland direct.

Soon after the vessel sailed, the cargo was sold to several Portland wholesalers who had been at the mercy of the trust. So far as known, no effort was made by the trust to get hold of the Sierra Estrella's cargo, but about the time the ship was due last month the trust suddenly announced a sweeping reduction of $8 per ton in the price of salt. It is reported that even this cut was hardly deep enough to cause the Portlanders to lose much money; so when the Sierra Estrella began discharging this week, more drastic measures were decided on. Yesterday the Federal Salt Company made the announcement that a further reduction of $6 per ton would be made today, a total of $14 per ton sliced off the price in about 30 days. While this of itself will depreciate the value of the Sierra Estrella's cargo about $20,000, it is apparently only a preliminary for the fun which is to follow.

The British ships John Cooke and Foyledale are now winging their way out from Liverpool, with about three times as much salt on board as came on the Sierra Estrella, and the French bark Grande Duchesse Olga is coming out from Hull with a cargo of the saline staple. There is a rumor to the effect that after the sailing of the Foyledale in June, an agreement was effected between the American salt trust and the British salt trust to stop shipments to the Pacific Coast, under threat of an American invasion of the British salt trade. Before the truth or falsity of this rumor was apparent by actual transactions, a new factor appeared, and it is this new factor that promises to make more trouble than anything that has yet happened.

The German ship Herzogin Cecelia, with a cargo of salt from Hamburg, sailed from the German port June 28, for Portland, and her cargo of about 4000 tons, instead of coming to a Portland importer to take the risk of fighting the salt trust, is still owned by the German salt trust, which is about as well equipped financially as the Federal Salt Company. When the big German ship reaches Portland with her cargo, the opportunities for intensifying the conflict will be very much improved. In fact, local importers are already figuring on a problem which might be presented in this language: "If a 1300-ton cargo of salt causes a reduction of $14 per ton in the price, how great a reduction will be caused by the arrival of 4000 tons more of English salt, and an equal amount of German salt?"

Meanwhile stocks of salt are large all over the Pacific Coast. The Federal Salt Company has, in addition to thousands of tons of American salt in California warehouses, over 60,000 tons of foreign salt which is kept off the market in order to hold prices up. The stock men and large consumers of salt are very much pleased with the outlook, and trust that the white-winged dove of peace will keep far enough away from the salt trust to avoid the danger of getting any of the stuff on her tail.

OFF THE STAGE FOR A BRIEF SEASON ONLY

BAD MAN TRACY—"Ladies and gentlemen, as the posse in the cast is behind in its lines, there will be a short intermission."

SLOOP CAPSIZES.

Disaster Meets a Pleasure Party Near Savannah, Ga.

SAVANNAH, Ga., July 23.—The sloop Livell Divelle, owned and sailed by Captain Allen N. Calder, of Thunderbolt, and having on board a pleasure party, was capsized in the Ogechee River, near Hell Gate, during a squall, and Captain Calder's aged mother and infant daughter were drowned. Captain Calder's father and wife were seriously injured, and the former may die. Stephen A. Calder and Mrs. Allen N. Calder, father and wife of Captain Calder, died tonight from their injuries.

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TRACY ON WAY EAST

After Seeing His Mother, He Is Ready to Give Up.

VISITING FRIENDS NEAR ROSLYN

Outlaw Is Also Reported to Be Near Salem Again, and Force of Guards at Penitentiary Is Increased.

SEATTLE, July 23.—A special to the Post-Intelligencer from Roslyn, Wash., states that a man reported to be Harry Tracy spent Sunday and Monday at Camp Creek, 20 miles from Roslyn, in Kittitas County. It is stated that Tracy went over the mountains on a freight train Saturday evening. The story of Tracy's arrival at Camp Creek was taken to Roslyn by a miner named Elsner. It is corroborated by another miner. Tracy, Elsner states, was met by friends, and they went to Cle Elum Lake, where they camped for the night. Thence they went to Camp Creek, and there Tracy was given food and his wound dressed. Elsner says his wound is rather deep. Tracy, however, went fishing Monday, and caught 18 trout.

The miners at the creek, according to Elsner, are in sympathy with the outlaw. Sheriff Brown, of Kittitas, and the Marshal of Roslyn, refuse to believe the story. The Sheriff reached Roslyn, however, after Elsner had left for Camp Creek.

The report states that Tracy and his friends are heavily armed, and the outlaw is still carrying a white sack filled with ammunition. Elsner declared that the murderer said his wife was at Palmer Junction, but that he was on his way East to see his mother. After he had seen her he said he would be ready to give himself up.

HERE TRACY IS AGAIN.

Says He Is Laying Around to Meet Merrill's Brother.

TACOMA, July 23.—Tracy, the outlaw, appeared at Miller's logging camp, four miles from Kanaskat, yesterday, and ate dinner. When asked why he did not take advantage of the lull and escape from Green River Valley, Tracy said:

"I have some business to settle with Merrill's brother. I understand that the brother wants to see me." Tracy is not wounded and looks fresh and rested. He is wearing a derby hat. He had a slouch hat in his pocket. He still has his Winchester and two revolvers, and has a good supply of ammunition.

This report comes from a reliable source to Sheriff Hartman from a brakeman who formerly worked on the Northern Pacific, and was in Miller's camp, and knew Tracy years ago as a Tacoma brakeman.

Cudihee on a Still Hunt.

SEATTLE, July 23.—Since Tracy's disappearance, last Thursday, not one word has been received as to his whereabouts. Sheriff Cudihee has left Seattle without saying a word as to his destination, and it is presumed that he is on a still hunt. Cudihee went alone last Monday night.

Tracy Again Comes Out for Meal.

TACOMA, July 23.—A special from Prosser, Wash., says two farmers from the Bickleton country report that a man heavily armed and answering Outlaw Tracy's description, held up the people at McDonald's ranch, on Pine Creek, and demanded supper. This was freely given, and the man departed without giving any information as to who he was.

IS TRACY AGAIN NEAR SALEM?

Penitentiary Guards Are Increased and Sheriff Starts Out.

SALEM, July 23.—(Special.)—A report reached here this evening that a man answering Tracy's description was seen near Woodburn this evening. Sheriff B. B. Colbath has gone to investigate the rumor.

Frank Pickens, a young man living in the outskirts of Woodburn, met a man on a bicycle at 7 o'clock whom he took to be Tracy, the outlaw. The bicycle path is within half a mile of Woodburn. Pickens was on the path when the man believed to be Tracy rode up on his wheel and asked the direction and distance to Salem. He resembled pictures of Tracy, wore a brown Derby hat, carried two Winchester rifles strapped to his bicycle, and two revolvers in a belt. After securing the information desired the stranger rode on in the direction of Salem. Eighty rods behind the first man came another wheelman, also heavily armed and apparently following the first. Pickens at once hastened to town and notified the authorities. At Hubbard the same men were seen half an hour earlier. Here there were three, all heavily armed, the leader answering the description given at Woodburn. The three were on bicycles and riding toward Salem. Here a number of reliable people saw the strangers, and all agreed that the leader resembled the notorious Tracy's published pictures closely.

The prison authorities were at once notified, and Superintendent J. D. Lee immediately took precautions to prevent any entrance into the prison by the outlaws by placing extra guards on the wall and sending out a full force to surround the prison yard.

Guarding the Penitentiary.

SALEM, Or., July 23.—The Oregon Penitentiary is surrounded tonight by armed guards, watching for the appearance of Desperado Tracy. While it is not believed that the men seen at Woodburn are Tracy and confederates, the prison officials are proceeding upon the theory that the report received may be correct. There is practically a dead line extending around the prison at the distance of a rifle shot, and prison guards tonight telephone the Sheriff not to approach the Penitentiary unless called for, as he might be shot by the sentinels. Any man who goes near the Penitentiary at night does so at his peril. Prison officials do not believe that Tracy has sufficient interest in any convicts at the Penitentiary to induce him to attempt to liberate them. It is felt, however, that it would be in keeping with his other bold and desperate deeds if he should return for the purpose of shooting some of the guards.

Sheriff Colbath does not believe that Tracy was one of the party of armed men reported as having passed Hubbard and Woodburn. Nevertheless, he took prompt measures to learn what he could regarding the men. Accompanied by Deputy Estes and a reporter, he went to the northern suburbs of the city, where the bicyclists would most likely be seen if they came to Salem. As the supposed desperadoes passed Woodburn several hourse before the report was received here, the men would have had time to reach the city before the Sheriff went out. No strangers were met, but the recently made tracks of three bicycles, one of them led by a man wearing heavy shoes, were found. The Sheriff and deputies will be ready to answer any call that may be made for assistance. While the men seen were probably hunters, Colbath believes it possible that one of them is Tracy.

WILL SWEENY BE IT?

Spokane Mining King as a Wilson Legatee.

JOHN L.'S LATE HUMILIATION

Railroad Men Outwit Him, and Also Secure Secret Pledge From Legislative Nominees Against McBride's Railroad Commission.

AVOWED CANDIDATES.
Levi Ankeny, of Walla Walla.
John L. Wilson, of Spokane.
Harold Preston, of Seattle.
Charles Sweeney, of Spokane.
Senator George Turner, of Spokane.
DARK HORSES.
Representative W. L. Jones, of Yakima.
Governor Henry McBride, of Mount Vernon.

SPOKANE, July 23.—John L. Wilson has been indorsed by the Republicans of Spokane County for the United States Senate, but even Mr. Wilson himself is beginning to wonder if the victory is not a barren one. Fear of a Democratic landslide and terror that he will lose the potent friendship of James J. Hill are alternating in his bosom. To get his resolution of indorsement through the convention he had to consent to a number of provoking things.

The circumstances surrounding Mr. Wilson's indorsement are most peculiar, and constitute an interesting chapter in current political history. Originally it had not been Mr. Wilson's intention to have himself openly indorsed. His plan was to nominate a fairly good Legislative ticket that he could control, and let it go at that. His own best friends were opposed to an open indorsement.

A short time prior to the primaries, however, an "anti-machine" Republican club was organized in Spokane, with the avowed intention of wiping Mr. Wilson off the map. The club had no sooner been formed than the Spokesman-Review, the leading daily of Eastern Washington, and Mr. Wilson's open and ancient enemy, opened up a most vitriolic fire upon him. The Wilson issue was distinctly raised against him, and while he won on it, his wings were badly singed in the winning.

Attacks on Wilson.

The principal arguments which the Spokesman-Review made against Wilson were as follows:

First—That his business interests are in Seattle, and that he is virtually a resident of that city.

Second—That he is a creature of the railroads.

Third—That his election is impossible, and that Spokane's indorsement of him meant political humiliation for the county.

Fourth—That his indorsement, or the nomination of a ticket pledged to him, meant defeat for the ticket in the county.

Fifth—That he is a blackguard and rowdy, and is given to "cussing out" his enemies on street corners and public places.

These attacks goaded Wilson to desperate fury, and he determined to be vindicated by a formal indorsement, whether he lost the county in the election or not.

Looks Like Republican Defeat.

The result of the indorsement looks like defeat for the Republican Legislative ticket in Spokane County. The feeling against Wilson in his own party is exceedingly bitter. With no local candidate against him, the opposition polled 106½ votes for their candidate for chairman of the convention as against 241½ for the Wilson candidate. Thus nearly one-third of the county convention was against him.

Two years ago two of three candidates for hold-over State Senators were defeated and Democrats were elected, merely because the Republican nominees were pledged to vote for Wilson in 1903. Moreover, Spokane County, while it gave McKinley 290 majority, gave Governor Rogers 1342, simply because the Wilson issue was raised against Mr. Frink, the Republican nominee.

In addition to that, Senator Turner is a resident of Spokane, and is exceedingly popular here. His friends in the Republican party regret his political attitude extremely, but many of them will support him on personal grounds, while hundreds of Republicans, preferring him to Wilson, will vote the Democratic Legislative ticket.

When it was known that Wilson had won the Republican primaries, the Democrats were even more jubilant than the Wilson men themselves. They knew of the intensity of the feeling toward Wilson on the part of so many Republicans, and they rejoiced with fervor when Wilson dominated his party.

Wilson in Hot Water.

But Wilson is in more hot water. He would have given his right arm to have prevented the indorsement of Governor McBride's Railroad Commission plank. He begged and pleaded with Governor McBride not to force that issue, and when he failed he sent Charles Sweeny, the multi-millionaire mining king, up against the Governor to add his pleadings; but it was in vain.

Wilson has always been friendly to the railroads as such, but has incurred the enmity of several of the railroad political agents, who will use the railroad resolution adopted by the Spokane Republicans as a club to bring Wilson into disfavor with the heads of the railroads.

Among the railroad men opposed to Wilson are: George H. Stevenson, of Vancouver, and B. S. Grosscup, division counsel of the Northern Pacific. Those men can now take the Spokane resolution in their hands and point out to Mr. Hill, upon whose support Wilson has banked, that

(Concluded on Second Page.)