Morning Oregonian.

VOL. XLII.—NO. 12,986. PORTLAND, OREGON, FRIDAY, JULY 25, 1902. PRICE FIVE CENTS.

YELLOWSTONE

Has a place on every well-appointed sideboard.
FOR SALE EVERYWHERE

ROTHCHILD BROTHERS
Agents.

CAMERAS AT LESS THAN HALF PRICE

4x5 RAY, with plate holder complete.....$2.50
4x5 CYCLE, with carrying case and holder.....$3.75
4x5 POCO, double R. R. lens, case and holder.....$6.00
5x7 RAY, double R. R. lens, case and holder.....$9.00
5x7 POCO, double R. R. lens case and holder.....$10.00
TIME AND INSTANTANEOUS SHUTTERS ON ALL.

Blumauer-Frank Drug Co.
Wholesale and Importing Druggists.

A LIFE INCOME

Safe and sure, without the possibility of it ever shrinking, is best provided by one of the latest forms of life income policies issued by the Equitable Life, strongest company in the world, issuing the most liberal contract, at rates no higher than charged by other companies. Assets, $531,039,720.34; surplus $71,129,042.06. L. SAMUEL, Manager, 306 Oregonian Building, Portland, Or.

PHIL METSCHAN, Pres. C. W. KNOWLES, Mgr.

Imperial Hotel Co.
SEVENTH AND WASHINGTON STREETS, PORTLAND, OREGON
CHANGE OF MANAGEMENT.
European Plan: . . . . $1.00, $1.50, $2.00 per Day

DR. FOWLER'S
MEAT AKES and MALT MUSCLE
"There's Life and Strength in Every Drop"
A BEVERAGE OR A MEDICINE
For Sale by All Druggists.
BLUMAUER & HOCH, Sole Distributers, Wholesale Liquor and Cigar Dealers

Heating apparatus adapted to Pacific Coast. If we see that our furnaces can can be improved in any way, we have them made that way. It's not the manufacturer, it's we who say how our furnaces shall be made.

W. G. McPHERSON
Heating and Ventilating Engineer 47 FIRST ST., bet. Ash and Pine

Established 1867. Established 1867.

The John Barrett Co.
WHILE YOU ARE AT THE COAST
Let us REPAIR YOUR HOUSE WIRING, Electric Bells, Batteries, Lights, Telephone Calls, Etc. Our workmen are experienced and trustworthy. Everything in order when you come home. See us about it now. . . . . .
6th and Alder Sts. Portland, Ore.

ORIENTAL SPLENDOR...
In colorings and designs will be found in our new and beautiful display of Floor Coverings
EXCLUSIVE CARPET HOUSE
J. G. Mack & Co.
86 and 88 Third St.
Opposite Chamber of Commerce.

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 management will be pleased at all times to show rooms and give prices. A modern Turkish bath establishment in the hotel. H. C. BOWERS, Mgr.

Aeolian Orchestrelle

"COFFMAN'S" Elite Ice Cream Parlors have been enlarged, and, recognizing the worth of THE AEOLIAN ORCHESTRELLE, Mr. Coffman has ordered one placed in his parlors for the pleasure of his patrons. These instruments are made and sold only by
THE AEOLIAN COMPANY,
M. B. Wells, Sole Northwest Agt. 353-355 Washington st., cor. Park.

NEW SITE, MAYBE

Willamette Heights Tract Now in Most Favor.

SEVEN DIRECTORS FOR IT

Informal Ballot Taken, But It Takes Eight to Decide.

BACK TO '05 FAIR COMMITTEE

Engineers Will Examine Heights Tract to See if Lake Can Be Made Permanent—Transportation to City Park.

An informal ballot for a fair site by Lewis and Clark directors last night resulted as follows:

Tract at foot of Willamette Heights	7
Abrams & Knox tract	8
Hawthorne Park	2
University Park	1

Before taking this vote, it was agreed that at least eight affirmative votes should be required to select a fair site whenever formal action shall be taken. After the report of the special committee had been considered the whole matter of selecting a fair site was referred back to the executive committee, with authority to employ such engineering talent as may be deemed necessary to aid it in coming to a conclusion, and it is contemplated that the report of the executive committee making a definite recommendation of a site shall be presented at the meeting of the board to be held September 12.

Thirteen Lewis and Clark directors attended the meeting of the board last evening. An hour and a half was spent listening to the report of the special committee appointed last Friday to make further examination into the availability of sites, particularly with reference to the City Park and the site at the foot of Willamette Heights, and in discussing the data presented. Several of the members were averse to going away without getting an expression of opinion that would indicate something of the preference of the directors for a site. A suggestion to begin by eliminating sites deemed least desirable was about to be acted on when Director Wheelwright moved that an informal ballot be taken, in which every director would indicate his preference without in any manner binding the board to the action thus taken. This ballot was taken, and it gave the Willamette Heights tract 7, the Abrams & Knox tract in Upper Albina 3, Hawthorne Park 2, and University Park 1.

The strength of the Willamette Heights tract lay in the fact that it manifestly had the favor of the special committee so far as its examination had proceeded. The committee, however, made no formal recommendation of any site. A few matters remain to be arranged to make the Willamette Heights tract available. Chief of these is the question of making the lake last through the entire Exposition season. The weight of testimony was to the effect that in ordinary seasons it goes dry by September 1. That could not be permitted if the Exposition were there. It must be preserved for aquatic sports, for various spectacular features of the Fair and for its general freshening effect, and if it were permitted to degenerate into a mosquito marsh, a quagmire or a patch of barren dirt, its effect upon the Fair, it is generally agreed, would be ruinous. Chairman Wessinger, of the special committee, was of the opinion that it would not cost much to dike off the portion of the lake desired, and by means of a centrifugal pump supply water from the river that would keep the lake at a proper height and give it life and freshness. He had not been able to get estimates as to the practicability of such treatment of the lake. The executive committee is expected to cover this feature with definiteness. The opinion was freely expressed that if it should be found impracticable to maintain that lake the Willamette Heights site could hardly be considered. It was deemed probable also that other questions would develop upon closer examination of the tract that would require expert engineering talent to solve, though no such objections had become apparept in the brief examination the committee had been able to make.

President Corbett, in a letter to Secretary Reed, which was read, expressed unqualified preference for the City Park, and a letter from Director H. W. Scott was read, expressing preference for Hawthorne Park.

Vice-President Wolfe presided at the meeting, and at the beginning Director Fenton moved that not less than eight affirmative votes should be required to determine the Exposition site. This would be the number required to carry if a full board were present. Without such action it would be impossible for eight members to meet, that number constituting a quorum, and select a site, and a majority of them—five—might determine the matter. Mr. Fenton deemed the requirement of eight votes to carry was only decent respect to the directors who could not be present. He was moved to this action by a letter from President Corbett asking a pair, it being understood that Mr. Fenton would vote for Hawthorne Park, while Mr. Corbett desired to support the City Park. Mr. Corbett seemed to be of the opinion that those two sites would be the only ones seriously considered, and that a pair could be arranged without injustice to either. Mr. Fenton did not care to pair, but made his motion as a protection to members unavoidably absent. It was carried unanimously.

Director Friede raised the question as to whether this action was not in conflict with the by-laws, but Mr. Mallory said there could be no doubt that the board had the right to make such special rules to govern any particular action.

Chairman Wessinger, of the special committee appointed last week to examine Fair sites, said that the committee had gone into the matter as fully as the limited time would allow. He first took up the matter of transportation to the City Park, submitting from the two street railway companies the following joint letter, saying that the expense of building into the Fair grounds one way would be $330,000, and another way $290,000, which would be too much for the business in sight, and that the companies could not promise to do more than deliver passengers at the foot of the hill:

Portland, July 24.—Mr. Paul Wessinger, Chairman Committee on Fair Site, City—Dear Sir: In reference to your request that the undersigned report upon the feasibility of our transporting passengers to the proposed fair site above the City Park during the Lewis and Clark Exposition, and that we should advise you what we would be able to do with reference to that matter, we beg to say that we have carefully considered the matter and investigated the routes which have been proposed by your committee, and find as follows:

First—The route outlined from the end of the City & Suburban track, at Sixteenth and Montgomery streets, through Carter's Addition and West End Addition, to and along Kingston avenue, has been surveyed, and we find that on this line a practicable grade can be obtained averaging 4½ per cent, with a maximum of 5 per cent. This line would include about 2000 feet of trestle work, averaging, perhaps, 40 feet in height, with a maximum of 100 feet. The greatest difficulty, however, is the fact that practically the entire line would be across private property, and some of the trestles would be in front of and over property already built upon, and would involve large damages to the adjacent property, in addition to the cost of the actual right of way. Considering gradient alone, this is, perhaps, the best line to the proposed fair site above the City Park, but we believe that its extreme cost, greater length, and the practical impossibility of securing the right of way, remove it from consideration. We estimate the cost of building and equipping this line at about $350,000, exclusive of the cost of right of way. Taking as a basis of estimating the attendance at the fair a mean of the various estimates made by the committee, the attendance at the fair would be, say, an average of 8000 people per day for 140 days. Assuming that 80 per cent of those attending would ride, the gross earnings of the two railway companies from this source would be $88,600. An extremely high estimate of net profit on carrying these people would be 40 per cent of the gross earnings, which would leave net earnings to the tramway companies of $35,840, against an expenditure of $350,000 to construct the line, exclusive of right of way. In estimating 40 per cent of the gross earnings as net profit, no account is taken of the interest on the cost or fixed charges. It is not within the range of possibility that the attendance at the fair could, under any circumstances, be sufficiently increased to permit of so great an expenditure to provide means to carry people to the fair.

Second—The route outlined running from the end of Washington street, at the City Park entrance, up the Barnes road, with switchback to and along Kingston avenue, has also been surveyed. The grades of this line would be heavier than the other, averaging 7 per cent, with a maximum of 10 per cent. To operate this line would require heavier equipments than possessed by any car on either of our lines, and would require special braking appliances. This line would be located principally on the county road and dedicated streets, so there would probably be little cost for right of way. On the other hand, the double track which would be necessary on the Barnes road would occupy practically the whole road, making it necessary either to stop other travel on that road during the rush hours to the fair, or to widen the road for a distance of about 2700 feet, involving a heavy expense not included in our estimates. We estimate that the cost of building and equipping this line would be $290,000, including the necessary connection between our two railway systems. The net earnings, we estimate, would be the same as on the other route. While this line is shorter and more direct than the previous one, and is built entirely on solid ground, with no trestles, and the expense of providing it is materially below the first plan, still the investment is so much out of proportion to the possible earnings that it cannot be considered. This is especially the case as over $225,000 of the investment would be in special equipment too heavy for use on the lines in the city after the fair, and totally in excess of the then requirements of the roads. These equipments would have to be stored and insured for years, and perhaps would become antiquated before they could be used. In order to handle the people attending the fair, the railway companies must provide equipment of sufficient capacity to carry the crowds during the rush hours on special occasions, which would far exceed the average travel.

After mature consideration, we are compelled to say that the best and only thing that our railway companies can do with reference to the proposed fair site above the City Park is to land the people at or near the present Park entrances on Washington and Jefferson streets, and leave the problem of carrying the people up to the greater elevations of the proposed site to be solved independently by methods other than street railway transportation.

CITY & SUBURBAN RAILWAY CO.,
By C. P. Swigert, General Manager.
PORTLAND RAILWAY CO.,
By F. I. Fuller, General Manager.

The committee had made inquiries as to the expediency of a moving sidewalk to get the people up the hill, and the rough estimates of the cost of building such means of transportation were as follows: From the Jefferson-street landing, about $95,000; from the Washington-street landing, about $75,000. The element of danger in the operation of such moving inclines was regarded as considerable, though Mr. Wessinger said his information had been obtained from one who was partial to the Hawthorne Park site. Upon this further investigation of the transportation question for the City Park, Mr. Wessinger said the subcommittee that had previously recommended that site under a misapprehension of the difficulties of reaching it wished to withdraw its recommendation, and there was no objection.

The following letter from the president of the projected trolley line to Hillsboro was also submitted:

Portland, July 23.—Mr. Paul Wessinger, City—Dear Sir: I desire to call your attention, as chairman of the committee on sites for the proposed Lewis and Clark Centennial, to the fact that the West Side & Suburban Railway, when completed, will be an ideal line for handling traffic to and from the City Park.

This line will be of standard gauge, built in the most substantial manner, and equipped with the most improved and up-to-date rolling stock. The line beyond Lovejoy street will encircle

(Concluded on Page 11.)

OLD WALLA WALLA

The Evolution of a Northwestern City.

THE RAILROAD INVASION

How It Changed the Face and Modified the Ambitions and Prospects of Eastern Washington—The New Walla Walla.

By a Staff Writer.

WALLA WALLA, Wash., July 22.—The domestic tradition of Walla Walla is deeply rooted in the past, tracing back to the early years of the last century and sharing with Astoria and Vancouver such honors as attach to a civilized career before the day of the great immigration. Fort Walla Walla, a little removed from the site of the present city, was one of the two Northwestern outposts of the Hudson Bay Company, Vancouver being the other. Here was established one of those curious stations, at once mercantile, military, religious, medieval, having the springs of its existence and of its extraordinary authority in a dingy back office in far-away London. If history were the motive of this correspondence, it would be interesting to picture the life of that curious era, with its chief factor, at once a merchant, an overseer and a prince—and in his manner reflecting something of each character—its village of voyageurs with their brown wives and troupes of half-Indian half-French children, its still larger village of native red men of the vigorous plains breeds, and its surrounding herds of saddle and pack ponies, fattening on the rich valley pasture for the hard work of the season to come. It would be interesting to picture the life of such a population, apart from the world, free from all conventions, happy of temperament, gay of spirit, reckless of today, heedless of tomorrow.

But there is a graver picture of historic Walla Walla. Here—in what is now a suburb of the city—was established the missionary settlement of which Dr. Whitman was the head, one of the corner-stones of American occupation of the Oregon country, the beginning of permanent and domestic civilization in the great Columbia-River basin, and here a little later was enacted that dread tragedy, the Whitman massacre.

Then came a period of desolation and silence, for the agent of the Hudson Bay Company, with his gay troupe of mixed races, had gone, and only a few heaps of ashes and one great pile of stones reverently brought together by pious hands, marked the site of the Whitman mission. But the silence did not last long, for from near and far came the miner and the packer who by this time had found the mineral stores in the mountains, to pass the Winter months in the relatively warm Walla Walla Valley, where pasture was good. Then came the great Indian uprising of the early '50s, then came the United States military post, with its pledge of protection and its center of life—and then came modern Walla Walla.

By the time the Columbia Basin was invaded by railroads Walla Walla had become a place of prime importance—the center of the business life of the whole country east and north of The Dalles. Here the miner sold his dust, passed the Winter and laid in his outfit for the next season. Here agriculture soon got a foothold, for it was found that the valley lands would yield wheat in phenomenal quantities, and the courage and enterprise of a great pioneer citizen devised a tram system by which it was carried to the Columbia River. Walla Walla was not only a populous and thriving center, but pretty much the whole thing in this eastern world. It was in the local view and in every view a matter of course that the railroads would center at Walla Walla, where the energy, the capital and the business of the country had already fixed their seat.

But the fates were against it, for though diligent search was made no route could be found directly across country from Walla Walla to the East. The ridges were too many and too steep, the east-lying mountain ranges were too high, while off to the north, in the remote and all but unknown Spokane region there lay a series of practically level plains, affording a vastly easier though somewhat longer route East and West. And so Walla Walla was sidetracked—and when the locomotive whistle sounded the start northward from Walla Walla Junction, it sounded as well the knell of Walla Walla's commercial hopes. Nothing that Walla Walla had was hurt by the railroad movement; her capital was unimpaired; her fields were fruitful as ever; a rich future was assured her, but it seemed purely a local future. What her hopes had pictured, what her ambition had discounted, what the expectation of the world had taken for granted was not to be. Walla Walla was not to remain the great center of the Eastern country; she must surrender her proud rank in the pioneer world to some as yet unborn rival in the newer and still silent North.

The blow was hard in a way, but it was in no sense vital; and while it gave pause to the ambitious city, it did not stagger it. Old towns have this advantage, namely, a thorough organization of social forces, established industry, and usually a large accumulated capital. The status of Walla Walla in respect of these conditions was especially fortunate. No town of 5000 people—this was about the local population when the first through railroad line was built—ever had a stronger organization of personal forces. The conditions—including the ambitions—of a new country had developed a singularly strong group of local leaders, men strong both of character and in material resources. Not a man among them thought of abandoning Walla Walla because the conditions of her future were changed. Disappointed they were undoubtedly, but not discouraged. If Walla Walla could not be the great city of the Columbia River basin, she could at least on the basis of her historical and social traditions and of her really large capital maintain a character and a rank that would yield both distinction and fortune. This was the universal reflection, and time has proved its wisdom.

It is now something more than 15 years since the passing of the "through line" to the North, and the rise of Spokane served notice to Walla Walla that her plans of commercial greatness were futile. Walla Walla, though far from stationary in her character, has made a relatively slow growth. She had then one busy main street, where she has now three or four; and in the meantime Spokane, the inheritor of her larger hopes, has grown from a group of wigwams into a bustling commercial city. But there has never been a day in all this time when the conditions of life from the standpoint of the individual citizen have not been better in Walla Walla than in her successful rival. Walla Walla has never suffered from the boom fever; she has never gone into debt; she has never seen her foremost men prostrate before the storm of commercial distrust; life has with her been less strenuous, but it has, broadly speaking, been far more prosperous and more generally wholesome. When the whole country seemed going to smash in 1893-94-95, Walla Walla was scarcely disturbed in the course of her regular business life. The price of wheat was low, to be sure, and this was a local hardship; but the banks were not broken nor even shaken. There were no Eastern creditors clamoring for liquidation; there were no shipments of money to pay interest. What Walla Walla had was her own. Neighbor knew and trusted neighbor, the deficiencies of one under the ruling low wheat prices were relieved by the overplus of another; the community stood firmly together; there was no bankruptcy, no distress, no appeal to the outside world nor any thought of it; and when the tide turned Walla Walla was in a position to take advantage of it. Long before any other town in Eastern Washington had had time to catch its breath, Walla Walla was in full tide of a prosperity which continues with yearly accelerated force, which has already doubled her population and which promises for the future a kind of prosperity and distinction which ought to satisfy any reasonable and wholesome ambition. The Walla Walla of today is one of the most fortunate and pleasing towns of the Northwest. Its prosperity is all that could be desired, and its ambitions have in their modification taken a higher form. But this letter grows long, and present conditions in Walla Walla must wait upon another writing.

A. H.

TALK TO GUARDSMEN

President's Day at Sea Girt Camp, N. J.

VALUE OF THE STATE MILITIA

Government's Aid Promised to the National Guard—How It May Help the Regular Army—Enthusiastic Reception.

SEA GIRT, N. J., July 24.—No President ever received a more sincere, heartfelt and patriotic reception than that given President Roosevelt today by the people of New Jersey. From the time he landed on New Jersey soil at the Atlantic Highlands pier at 1:35 this afternoon until he left in his launch for his yacht Mayflower, anchored several miles off the pier, at 4:50 o'clock, he was the recipient of a continuous ovation. The President, on invitation of Governor Franklin Murphy, visited the encampment of the Second brigade, N. J. N. G., at Sea Girt.

Accompanied by Mrs. Roosevelt, Miss Alice Roosevelt, Mr. and Mrs. W. E. Emlen Roosevelt, Miss Christine Roosevelt and Assistant Secretary Loeb, the President left Sagamore Hill at 7 o'clock this morning and boarded the Mayflower, his official naval vessel, from a launch. The run to within sight of Atlantic Highlands was made by the Mayflower in five hours, but the vessel came to anchor there as the water was too shallow to admit of her approaching the pier. Just as she anchored, the French liner La Savoie, with Secretary Root, General Horace Porter and General Leonard Wood on board, passed out to sea. As the big liner swept by, the Mayflower fired a salute of 17 guns in honor of the Secretary of War. The liner responded by dipping her colors, while the passengers crowded her upper deck and cheered the President enthusiastically.

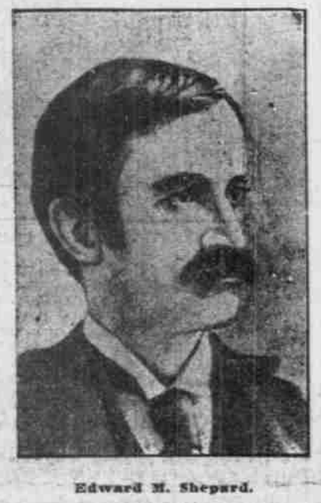
Greeted by Jerseyites.

Major Franklin Murphy, Jr., and Captain Parker, of the Governor's staff, boarded the Mayflower from a launch and conveyed the greetings of Governor Murphy and the people of New Jersey. Soon afterward, the President and his party landed at the pier from the Mayflower's electric launch, while the harbor resounded with the din of steam whistles and cheers of people on craft of every sort which scurried about the pier.

(Concluded on Page 11.)

PRINCIPAL SPEAKERS AT THE DEMOCRATIC HARMONY MEETING AT NANTASKET BEACH.

W. J. Bryan.



Edward M. Shepard.

P. A. Collins.

Senator E. W. Carmack.

BAD FIRE AT ALBANY.

Hotel and Many Manufacturing Plants Consumed.

ALBANY, N. Y., July 25.—The largest fire Albany has experienced in years broke out this morning, on Beaver street, comprising the Columbia Hotel and about a dozen different manufacturing buildings. The loss cannot be estimated at this time. At 3:30 A. M., the fire is under control. Two firemen who were buried in the debris of a falling wall, have been carried out dead. Their names are Shelley and Bishop.

Cloudburst and Wind Storm.

IRWIN, Pa., July 24.—Irwin was the center of a cloudburst and wind storm which extended over an area of less than two miles, but the damage wrought in less than an hour is estimated at not less than $200,000.

CONTENTS OF TODAY'S PAPER.

Foreign.

Persecution of a young officer in a British regiment. Page 3.
American pilgrims received by the pope. Page 3.
No foundation for alarming stories about the King's health. Page 3.
Serious riots expected in Paris today. Page 3.

Domestic.

President Roosevelt addressed New Jersey National Guardsmen at Sea Girt. Page 1.
New England Democracy's harmony meeting at Nantasket Beach. Page 2.
Two serious trainwrecks on railroads in Ohio and one in Nebraska. Page 2.
Judge Jackson, at Parkersburg, W. Va., found striking coal miners guilty of contempt. Page 3.

Sport.

Butte beat Portland; score, 9 to 1. Page 5.
Seattle defeated Spokane; score 6 to 2. Page 5.
Tacoma beat Helena; score, 5 to 3. Page 5.
May be a clash at league meeting today. Page 5.
Gans knocked out Turner in the fifteenth round. Page 2.
Jeffries and Fitzsimmons ready for their contest tonight. Page 5.

Pacific Coast.

Thief gets away with $3800 hidden in tin pail by Hubbard, Or., woman. Page 4.
Interior Department takes up matter of proposed Eastern Oregon reserve. Page 12.
Marion County farmers will form a large wheat pool. Page 4.
Washington, D. C., man sends lively "joshing" message to Superintendent Lee regarding Convict Harry Tracy. Page 4.

Marine and Commercial.

German ships coming long distances in ballast at low rates. Page 12.
Three steamships arrived from San Francisco yesterday. Page 12.
More ships reported for salmon loading on the Fraser. Page 12.
Oats make a big jump in the East. Page 13.
Railroads continues to book large orders for rails in 1903. Page 13.
A few stocks are very lively on desire of bulls to take profits. Page 13.

Portland and Vicinity.

Seven fair directors vote informally for Willamette Heights tract. Page 1.
Salt jobbers hold a meeting, but do not divulge plans. Page 8.
Father De Roo supports Archbishop Ireland on the Philippine question. Page 8.
Accidental discharge of a pistol causes $5000 damage suit. Page 10.
J. C. Drayton and his great splurge in Portland society. Page 14.
Frederick W. Seward talks of Alaska and the Northwest. Page 10.