

# Oregonian

VOL. XLII—NO. 12,990.

PORTLAND, OREGON, WEDNESDAY, JULY 30, 1902.

PRICE FIVE CENTS.



For 122 Years  
**JAS. E. PEPPER**  
Has been the favorite whisky  
among connoisseurs.  
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The New "No. O"  
**Pocket Kodak**  
THE BEST LITTLE KODAK MADE  
Maker's Price \$6.00  
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SEASHORE PHOTOGRAPHY  
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PHOTOGRAPHING CLOUDS  
Price, 25c each

**Blumauer-Frank Drug Co.**  
Wholesale and Importing Druggists.

## EQUITABLE LIFE

In its latest policy furnishes the ideal life insurance contract, backed by the strongest company in the world. Assets, \$331,039,720.34; surplus, \$71,129,042.06. It will be greatly to your advantage to investigate this policy before signing an application for life insurance in any company.  
L. Samuel, Manager, 306 Oregonian Bldg., Portland, Or.

PHIL METSCHAN, Pres.

G. 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 and MALT MAKES MUSCLE

"There's Life and Strength in Every Drop"

A BEVERAGE OR A MEDICINE

For Sale by All Druggists.

BLUMAUER & HOCH, Sole Distributors, Wholesale Liquor and Cigar Dealers

Heating apparatus adapted to Pacific Coast. If we see that our furnaces 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

6th and Alder

Established 1897.

## The John Barrett Co.

FIXTURE AND GLASSWARE SALE.

Begin Wednesday, July 30—lasts three days.  
Special full line New Fixtures Just received.  
2-light combinations, \$8 grade; our price, \$5.75  
3-light combinations, \$10 grade; our price, \$7.00  
5-light combinations, odd lots, \$2.00 to \$5.00

Full assortment of straight gas and electric fixtures at just such phenomenal reductions as shown.  
GLASSWARE—Remnants of lots and low prices. Not a thing in the house but artistic beauties.

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.

## THE PIANOLA

THE NAME AND THE INSTRUMENT

Most people are familiar with the name Pianola, but comparatively few of them have a comprehensive idea of the instrument.

WHAT IT IS AND WHAT IT WILL DO.

Made and sold only by THE AEOLIAN COMPANY

M. B. Wells, Sole North-west Agent.

853-855 Washington St., cor. Park.

## WORK IS STARTED

Coos Bay Belt Line Railway Definitely Under Way.

FROM NEW DOCK AT EMPIRE CITY

This Completes Terminal Arrangements for the Great Eastern Railroad—Line to Pass Around the Bay to End of Jetty.

Land has been purchased for terminal of the Belt Line Railway, at Empire, on Coos Bay, and the work of constructing 15 miles of railroad is under way. Work on a new dock will begin today. These enterprises are in connection with the Great Eastern Railway projected between Coos Bay and Salt Lake. Large tracts of land have been secured as terminal grounds for that enterprise.

Railroad construction has already started at Coos Bay; that is, the construction of the Belt Line Railway, starting from Empire, running up the bay to Marshfield, crossing to East Marshfield on a drawbridge, thence circling around by way of the creamery to Glasgow and out on the harbor jetty. The total length of the line will be 15 miles. The Empire Council has granted a franchise which has been secured that assure the completion of the line. In the franchise deeds it is specified that this belt line shall be open to any railroad company that may desire to use it, upon the payment of reasonable charges for the privilege. The specific force behind this enterprise, however, is the Great Eastern Railway project, in connection with which the Belt Line Railway was organized. This is the proposed line through to Salt Lake City.

Work on the construction of a dock at Empire will also be begun today. The site for this and other needed land adjacent was obtained of Dr. C. W. Tower, Henry Seagatch and James Finnegan. These purchases give the new enterprise a footing at Empire, and it will prosecute its work from that base. The Belt Line Railway will be pushed to completion as rapidly as possible, regardless of the negotiations for the transcontinental line, the fate of which will not be definitely known for a few weeks yet.

These arrangements were made by Chief Engineer Kinney, who returned last night from a 10 days' trip to Coos Bay, going 24 hours without rest in order that he might reach Portland as early as possible. He is now more enthusiastic than ever over Coos Bay prospects, though his enthusiasm is somewhat tempered by the unenterprising spirit that he encountered in some quarters.

"When I first visited Coos Bay a few months ago," said Mr. Kinney, "I wondered how such a gem of inland possibilities had escaped the attention of capital. There was the finest fishery I have ever beheld, and yet it slumbered, when so much money was eager to develop it and make it a hive of industry. When I came to deal with the people down there on a business basis I found where the trouble lay, for capital is sensitive and shirks from going where it is not wanted. Those people have lived there 30 years, and the only change they have witnessed in that time is that the clams have acquired the habit of going a little deeper into the sand. Now they shut their eyes and double the price of their property. However, I have succeeded in getting all the land we need, and a good deal more, and our surplus will be available for those who may need it for business purposes. And I think the Coos Bay people will grow to like us when they see that we are there for a serious purpose and will open up the country to the light of the world. They will be all right when they get the right view of things."

**The Jetty and Harbor.**  
Mr. Kinney expresses the opinion that the Coos Bay Jetty is an excellent piece of harbor improvement and that it has done even more than was expected of it. By actual sounding he says there is 42 feet of water on the bar at high tide, and more than 30 feet at low tide, the peculiar situation tending to keep the water up in front of the jetty. But storm has destroyed a considerable stretch of the jetty at the outward end, because of the smallness of the rubble stone and boulders dumped in to hold the rubble mats. Mr. Kinney wants to build his railroad out on the jetty and himself take in hand the work of restoring that harbor protection. He will take huge blocks of granite from his railroad construction in the mountains and put them out at the end of the jetty for 50 cents a cubic yard, whereas the cost heretofore has been 75 cents for the cheapest, and that has proved not to stand the storms.

Water is deep and anchorage safe, so that vessels can load out at the end of the jetty. This will be greatly facilitated by the building of the railroad out to the end of that structure.

**Great Eastern at Pony Slough.**  
While the Belt Line Railway is for the purpose of accommodating the Great Central with suitable terminal facilities on Coos Bay, so as to do away with the immediate necessity for determining where the main line should reach Coos Bay, it was found advisable to select at once the point where the connection is to be made. Mr. Kinney secured 150 acres of land, being practically all of Pony Slough, for the Great Eastern yards. He says that is by far the best location for that purpose in the Coos Bay country. It gives a large tract of level land, is a great deal more than the railroad will need, and will make the junction of the Great Eastern with the Belt Line at a point between Empire and Marshfield. The chief terminals will be provided in Empire by the Belt Line Company.

Mr. Kinney also examined somewhat into the route for the railroad out to Drain. The survey of the Rogue River Railroad Company, which the Great Eastern purchased a few weeks ago, extends between Drain and Scottsburg. Mr. Kinney is of the opinion that the best route below Scottsburg is along the Umpqua

River to its mouth, or to Gardiner. From there the route to Coos Bay would be straight down the coast, the distance being 25 to 30 miles.

**Comes Toward Portland.**

While this route would seem to be rather roundabout for a transcontinental railroad between Salt Lake City and Coos Bay, when it is considered that the line will also be extended to Portland, and that an important part of the traffic is likely to be between Portland and Coos Bay, it is probably the best mileage toward Portland for the purpose of getting easy grades will be by no means a loss. And the grade out to Drain by way of Gardiner and Scottsburg is said to be exceptional. In one place a tunnel 80 feet long will be bored in order to save a detour of three miles. The rest will not be difficult of construction.

Mr. Kinney was quite captivated with the appearance of the town of Gardiner. Every building in the town is painted white, and every pole and fence is the same. It is not a whitewashed town, but is covered with good white lead and oil. Mr. Kinney is convinced that an enterprising set of people live there. He says its appearance reminds him of some of the thrifty towns on the coast of Maine.

The preliminary stage of the Coos Bay railroad enterprise is deemed to have passed with the beginning of actual construction work. The Belt Line is now assured, and it will not be long before without a feeder into the interior. Therefore it is regarded as certain that there will be a railroad through to a connection with the Southern Pacific, even if the transcontinental feature should not succeed. Forty-five men are now in camp at Empire. Laborers and horses are going in from Roseburg. Engineer George Lyman Moody is to start across the country at once to take levels to Elkton. When this shall be completed all will be ready for the report on which the fate of the transcontinental character of the enterprise will depend.

## IN A BOSTON JAIL.

Wayne Belvin, Descendant of "Mad Anthony" Wayne, Is in Trouble.

BOSTON, July 29.—The Advertiser tomorrow will say: "A lineal descendant of 'Mad Anthony' Wayne, of Revolutionary fame, Wayne Belvin, is lodged in the Charles-Street Jail. His career in the world of finance has rivaled in celebrity that of his ancestor in military matters. He has been a multimillionaire, and he was presented to King Edward VII. at a dinner given at the White House. Now he has for several days been in a financial difficulty representing about \$50,000. It is alleged that he received from a State street mining man a commission on some stocks which he claimed he had sold, but which his principal refused to take up when the stock was delivered to him for payment. Today, after a court hearing, he was remanded to jail."

"Belvin has been a promoter and financier, living at various times in London, Seattle, Salt Lake and New York. He has one vice-president of the Northern Pacific Railroad under the Villard regime. With the same control he was president of the Washington Improvement Company, of Seattle. Later he was connected with the San Francisco & Eastern Railroad, and financed the Chicago coal-storage plant."

## All Ready for Joint Maneuvers.

WASHINGTON, July 29.—Acting Secretary Sanger returned to the War Department today, having spent yesterday in private with General MacArthur and other officers of the Army, who were making a tour of the ports forming the defenses of the eastern entrance of Long Island Sound, which is to be the scene of the Army and Navy maneuvers. They found everything in excellent condition. Cables connecting all the ports have been tested and found to be in good order, and arrangements have been made for a complete signal system. The first of the Army and other features of defense coming under the Signal Corps were found in good condition, and before the maneuvers began it is announced that they will find everything in excellent condition. General MacArthur is very much interested in the coming maneuvers and is giving the same care and attention to the details as he would if the maneuvers were not mere war games.

## Rose Coghlan Becomes a Citizen.

HELENA, Mont., July 29.—Rose Coghlan, the well-known actress, known in private as Helen E. Sullivan, today declared her intention in the District Court of Lewis and Clark County to become a citizen of the United States. Mrs. Sullivan came here from the Yellowstone Hotel in New York, and she will take a ranch for cattle-raising purposes.

## CONTENTS OF TODAY'S PAPER.

### Foreign.

The three great oil interests of Rockefeller, Standard Oil and Nobel have combined. Page 2.

King Edward is able to walk about his yacht. Page 2.

Joseph Chamberlain reappears in the House of Commons. Page 2.

Cardinal Gotti has been appointed successor to the late Cardinal Ledochowski. Page 2.

Boer commanders receive ovations at Cape Town. Page 2.

Commander McCrex will not permit bombardment of Cape Haytien without due notice. Page 2.

### Domestic.

Teller leaves his candidacy to the Democrats of Colorado. Page 3.

The National States Convention will meet today. Page 3.

Trial of the West Virginia miners' contempt cases. Page 10.

### Sport.

Portland shut out Helena; score, 1-0. Page 8.

Spokane beat Butte; score, 16-14. Page 8.

Seattle defeated Tacoma; score, 4-1. Page 8.

Umpire Cunningham to pitch for Portland. Page 8.

### Pacific Coast.

Man lost in winds near Montrose, Wash., for three months; rescued more dead than alive. Page 4.

Harry Wright, who selected Outlaw Tracy to escape, is seen in Lane County. Page 4.

State of Oregon will appeal case to recover on bond of George W. Davis, defaulting School Land Clerk. Page 4.

### Marine and Commercial.

First crop of new-crop wheat reaches Portland. Page 11.

Heavy engagements of wheat for South Africa continue. Page 10.

Stella log raft will start for San Francisco in about 10 days. Page 10.

Portland grain fleet is still making slow passage. Page 10.

Oats make another slump. Page 11.

July shorts secure "marginal price" on oats. Page 11.

Alarm over call for money for export keeps trading in stocks down. Page 11.

### Portland and Vicinity.

Local ministers protest against threatened merger of State University and Divinity School. Page 12.

Chief Engineer Kenney, of Great Eastern Railroad, tells about Coos Bay improvements. Page 11.

Vendor of dressed meat fined in municipal court. Page 8.

J. P. Redd talks further of steamship needs at Numa. Page 8.

## CITY OF SPOKANE

Some Advantages of an Inland Situation.

AS A TRANSPORTATION CENTER

How the Jobbing Trade is Hurt by Railroad Discrimination—City Gaining Population, Out of Debt-Making Progress.

(By a Staff Writer.)

SPOKANE, July 29.—There are some advantages, undeniably, in an inland situation, and they are admirably illustrated here at Spokane, which has grown to be the business hub of this great Northern country.

"Over next the coast," remarked a Spokaneite this morning, "you have the ocean on one side and productive country on the other side. At Spokane we have productive country on both sides." This, of course, is brag, but there is something in it. Spokane lacks the sea and what the sea brings, but she has in its stead a magnificent half-circle—a "huge half-moon, a monstrous curve," to borrow a fine phrase—of productive territory, which makes no small part of the support upon which she has advanced to 25 years from a disorderly group of Siwash wick-ups to a splendid city of 50,000 people, and which today serves to sustain her larger prosperity.

Foremost among conditions at Spokane resting upon her inland situation is the system of railroads which center here; and it will, I fancy, surprise many, as it did me, to learn that Spokane has in number more railroads than any other city in the Pacific group of states. The list is an imposing one, and it will stand critical examination. First, there is the Northern Pacific, which pioneered the country, and which remains, perhaps, its most important connection. Then there is the Great Northern, or the Jim Hill line, which has become one of the greatest of several continental routes. Then the Union Pacific, connecting the city, through its coast branch, the O. R. & N., with the central and southern districts of the Columbia River basin. These three main lines from the through or Eastern connections of Spokane, but they are not more important to her prosperity, possibly not so much so, as the several local or district roads which bring her into daily touch with her immediate tributary country. These are the Spokane & Northern, operating in the region north from Spokane, with one branch running into British Columbia; another into the Colville country, and still another off to the east; the Central Washington, which pierces the Big Bend region, and brings its large and rapidly developing trade to its natural center at Spokane; the Spokane & Palouse, a side line of the Northern Pacific; the Spokane & Coeur d'Alene, a side line of the O. R. & N.; and the Hauser Junction line, another local branch of the Northern Pacific.

There are no mere paper railroads. They are live and hustling—very live and very hustling—agencies of traffic and they put Spokane in such relations with all parts of its business field as no other Coast can boast, and only one of them may be said to monopolize its field. Broadly speaking, they form a network of closely competing lines by which the traffic of Spokane is served very much as the business centers of the Eastern states are served—that is, with choice of routes and with the advantages implied by choice.

Of course this system of railroads has not developed in a barren country—such as we used, in times long past, to think the northeastern region of Washington to be. In truth, it is one of the exceptionally productive parts of the Northwest. It would be hard to name a great or essential resource which it does not contain. Its moose need only to be referred to for the fame of the Coeur d'Alene, the Colville group, the Kootenai group and half a dozen lesser districts is already world-wide. Its quarries are among the finest and largest in America; its water-power is abundant; its coal supply, though as yet wholly undeveloped, is large; its timber resource is

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vast, and is already the basis of a large export business. But, better than all this is the extent and quality of its agricultural resource. In times not so far back it was believed that the country was good for little but range during part of the year and that it offered no invitation to the farmer; and, remembering this estimate, one who has not kept pace with events is surprised to learn that a very large, if not the greater part of the wealth of the country, is in its agricultural lands.

And this is no mere theory, for during the past few years tens of thousands of the very best class of farmers from the Northern and Western states have come into the country. Ride in any direction and you will find cultivated fields, pastures and roadsides populous with domestic animals, spacious farm houses, and everywhere the cheerful red barn. Whoever, with the notions of an older time in his head, imagines that the country about Spokane is rough country or even new country, will learn something that will surprise him if he will give a day or two to looking over the situation as it exists today. In truth, many parts of this district are as thickly set-

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## NEXT HOUSE IS SAFE

Babcock Sure Republicans Will Carry Elections.

GOLD DEMOCRATS AROUSED

Bryan's Letter Fully Convincing Them An Attempt Will Be Made to Resurrect the Silver Issue—"Harmony" a Boomerang.

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