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CRUSHED BY AN AUTO

Mr. and Mrs. Charles Fair Killed in France.

SON OF CALIFORNIA SENATOR

They Were Driving the Machine at Great Speed, When a Tire Burst and the Vehicle Crashed into a Tree.

DEVEREAUX, France, Aug. 14.—Mr. and Mrs. Charles Fair, Americans, who were related to Mrs. W. K. Vanderbilt, Jr. (Miss Virginia Fair), were returning to Paris from Trouville today when their automobile overturned and crashed into a tree, 15 miles from here. Both were killed. The chauffeur became insane as a consequence of the shock.

Mr. and Mrs. Fair had been staying at Trouville during the week. They had a very fast 45-horsepower automobile, which attracted considerable attention, and with which they were highly pleased. Mr. Fair had been from Trouville to Paris and back again in one day with the machine. The accident occurred at 2:30 o'clock this afternoon, and almost in front of the Chateau de Buisson du Mal. The Fairs intended to dine and spend the night in Paris, and return to Trouville for lunch tomorrow. The wife of the gatekeeper of the chateau was the only witness to the disaster. She says she noticed a big red automobile coming along the road at a tremendous pace. Suddenly something happened and the heavy machine slid sideways from the right side of the road for about 50 yards. It then dashed up an embankment, turning a complete somersault and crashing into a big elm tree in front of the gate of the chateau. The automobile was completely wrecked. The front axle was broken, and other parts of the machine were smashed, including the steering gear.

When the automobile turned over the wife of the gatekeeper says, she saw Mr. and Mrs. Fair thrown high in the air and fall with a heavy thud to the ground. The chauffeur, who was sitting behind the Fairs, was precipitated into a ditch. He staggered to his feet, calling for help. The gatekeeper's wife rushed to his assistance and aided him in extricating Mr. and Mrs. Fair, who were buried beneath the wrecked machine, and in the last throes of death. Both had sustained ghastly injuries, and were almost unrecognizable. Mr. Fair's head had been crushed in, while his wife's skull was split. The chauffeur was terribly affected at the calamity, and seemed bereft of his senses. He threw himself into a ditch on the opposite side of the road and rolled about, crying "My poor masters." M. Buisson, owner of the Chateau de Buisson du Mal, was summoned, and after advising the local authorities of the accident, he ordered the bodies of Mr. and Mrs. Fair to be carried to the gatekeeper's lodge. Here they now lie on mattresses and flowers have been strewn over them. In the room were three wax tapers burning dimly.

The accident was evidently due to the bursting of a tire. At the time it occurred, the automobile, which was capable of running 74 miles an hour, was going at the rate of 61 miles an hour. The local police authorities held in their possession and have sealed up a valise belonging to Mr. Fair, which contains jewelry, two letters of credit, a French bank note worth \$300 and some old coins.

AN AUTOMOBILE ENTHUSIAST.

Charles Fair Brought the First Machine to San Francisco.

SAN FRANCISCO, Aug. 14.—Charles Fair and his wife left San Francisco for Europe May 30 last. Charles Fair was the third of the four children of the late Mr. and Mrs. James J. Fair, Torrance, who is now the wife of Herman Oelrichs, the oldest of the heirs. The name James, who died about 20 years ago, Charles was third, and the youngest was Virginia, who is now the wife of W. K. Vanderbilt, Jr. In the Spring of 1894 Charles married Maude Nelson. The ceremony took place in Oakland, and it was almost a secret one. Charles Fair was one of the three heirs to an immense estate, estimated in value at between \$2,000,000 and \$3,000,000. The other two are his two sisters.

When informed of the tragic end of his brother-in-law and his wife this afternoon, Hermann Oelrichs said: "I am terribly shocked, but not surprised. I said only a few days ago that if Charlie persisted in carrying on his experiments along this line the result would be fatal sooner or later. I have warned him repeatedly, but he always laughed and said that there was no danger. Mr. Fair left this city on last Decoration day for Europe, to stay two or three months. Last week a letter arrived saying that he intended sailing for the United States on the 26th of this month. Mr. Fair went to Europe to see what improvements had been made during the last year or two in automobiles. He had purchased a new one, he said, that could sustain a speed of 85 miles an hour for several hours. It was built along radically new lines, and would be one of the first machines of its class to be imported into the United States."

Charles Fair was born in Virginia City, Nev., April 11, 1867, and was consequently 35 years of age. He brought the first automobile across the continent to this city. He was also greatly interested in photography, and constructed one of the largest cameras ever built in the United States.

As Fair's lawyer, Mr. Haggerty says the death of Charles Fair will not upset the present arrangements for the management of the Fair estate. The property is now managed by Herman Oelrichs. Under this arrangement Charles Fair desired certain property to his sisters. There is now much speculation as to what will become of Charles Fair's share. On this point Mr. Haggerty says:

"Under the law of California, when a couple are victims of a common calamity and both are between 18 and 90 years of age, and there is no evidence as to which died first, the man is presumed to have lived the longest. In such a case all the property would go to Mr. Fair's relations, his sisters. On the other hand, if there is evidence to show that Mrs. Fair lived longer than Charles Fair, her relations in the East would inherit the property involved."

Mr. Haggerty will not discuss the matter of the will. From other sources, it is learned that Charles Fair had a will, which is now supposed to be locked up in his safe here in San Francisco. So little is known here of Mrs. Fair's relatives that Mr. Haggerty says he does not know

where her heirs reside. It is supposed, however, that they live in New Jersey.

Charles Fair had what was very likely the largest and swiftest automobile in California. It is a huge French racing machine, and is capable, it is said, of going 70 miles an hour. It had a 40-horsepower engine. He imported it from France, and with it imported a chauffeur. The machine is well known on the streets of San Francisco and in all the neighboring counties. Many times have farmers in San Mateo, Marin and Alameda Counties rushed out of their homes only to see the huge machine already in the distance, and leaving a trail of dust and smoke behind.

Fair was interested also in yachting and owned the steam yacht Lucero. It is thought that Louis Brey was the chauffeur who was in charge of the automobile at the time of the accident. Mr. Fair had Brey with him when he was in this city a short while ago, to take charge of his Panhard. Brey left the city for Paris with the Fairs.

On Their Way to Paris. PARIS, Aug. 14.—The fatal accident to Mr. and Mrs. Charles Fair occurred at the Hotel de Santa Aguilin. The Fairs had been living lately in Paris at the Hotel Ritz, and kept their apartments there while they were staying at the Trouville. Mr. Fair had sent a despatch from Trouville to the management of the hotel saying they would arrive there this evening. Mrs. William K. Vanderbilt, who was Mrs. Fair's sister, returned from Trouville Sunday and called for New York yesterday on the North German Lloyd steamer Kronprinz.

SAMOAN CHIEF DEAD.

District Governor Tuttle Buried With Military Honors.

WASHINGTON, Aug. 14.—Captain Sebre has advised the Navy Department from Tutula, under date of August 17, that Tuttle, one of the chiefs of the island who has held the position of District Governor of the western district of Tutula since the United States assumed the sovereignty of the islands, died at Leone, June 12. Captain Sebre reports that he sent a surgeon to attend him and subsequently, when the chief grew worse, he went in the Wheeling to make him a personal visit. Tuttle was buried with military honors, the funeral having been attended by the officers and the men of the Wheeling. A native guard, by the direction of Captain Sebre, fired three volleys over his grave. Captain Sebre says that these honors were not required by the regulations, but he deemed it advisable to show all respect to the memory of one of the highest chiefs of the island and one who, in his official position, was loyal and faithful.

Albert Netter.

NEW YORK, Aug. 14.—The death of Albert Netter, formerly of Cincinnati, is announced in a cable to the World from London. He died of Bright's disease, aged 55. Mr. Netter came prominently before the American public at the time of the greatest success of "The Napoleon of Finance." In connection with the Cincinnati, Hamilton & Dayton Railway deal, Mr. Netter left America in 1881. After that he lived in Brazil and England. He was in Rio de Janeiro at the time of Dom Pedro's overthrow, and had obtained a valuable railway concession from the Emperor the day before the revolution. He backed the Palace Theater Music Hall in London, and brought out several more or less successful companies. His last scheme was the projected Columbia Club.

James B. Donner.

SAN ANTONIO, Tex., Aug. 14.—James B. Donner, superintendent of telegraph of the entire Harriman system of railroads, died here today, after a long illness, at the age of 57 years. He came to San Antonio five weeks ago from his headquarters at San Francisco for the benefit of his health. His wife and children were with him during his illness and at the time of his death. Mr. Donner climbed up from the bottom of the ladder in telegraph, starting as a messenger boy at his home in New Orleans. Interment will be in New Orleans.

Very Rev. Martin Carroll.

SARATOGA, N. Y., Aug. 14.—Very Rev. Martin Carroll, rector of St. Vincent de Paul's Church, of Brooklyn, who was injured in a street railway accident on July 25, is dead.

Italian Brigands Killed.

ROME, Aug. 14.—Lombardo, the most notorious Italian brigand after Musolino, has been surrounded by troops on Mount Cassino, and here today he and his gang, and killed after a serious encounter.

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OHIOAN FOR MATE

Roosevelt Wants to Make Race With Foraker.

MOVE TO SHELVE HANNA BOOM

Bryan's Eastern Visit Will Have No Effect on the Elections—Another Attempt to Patch Up Delaware Republican Row.

OREGONIAN NEWS BUREAU, Washington, Aug. 14.—Friends of Senator Foraker and President Roosevelt have started

NEW COMMANDER OF THE DEPARTMENT OF THE LAKES.



GENERAL JOHN C. BATES.

Soldierly, brusque, rugged and a stanch Missourian, General John C. Bates, temporarily in command of the Department of the Lakes, is a striking figure wherever and whenever seen. He is a man of strong personality, with an enviable Army record back of him. He served in the regular Army before and in the volunteer Army during the Spanish-American War. He entered the Eleventh Infantry as a First Lieutenant in his native state, May 14, 1881. Two years later he became a Captain, and was transferred to the Twelfth Infantry. May 6, 1882, he was made a Major in the Fifth Infantry, and during the same month was transferred to the Twentieth Infantry. The next promotion to reach him was that of Lieutenant Colonel of the Thirtieth Infantry, in October, 1886. In 1890 he was transferred to the Thirtieth Infantry, was later transferred to the Twentieth Infantry again, and became Colonel of the Second Infantry in 1902. In the volunteer service General Bates served as Brigadier-General and Major-General, accepting the latter appointment in 1900. He was made Lieutenant Colonel by brevet in 1895 "for gallant and meritorious services during the recent operations resulting in the fall of Richmond, Va., and the surrender of the army under General B. E. Lee."

One of the most interesting events in the career of the new commander of the Department of the Lakes surrounds his negotiation of a treaty with the Sultan of Jolo. The one great objection to the treaty on the part of the Sultan was that he could not find his own way about all others as he went cruising about among the islands, but General Bates overcame the objection.

a movement to secure the nomination of Foraker for Vice-President, in order more effectively to shelve the Hanna boom. It is not believed that Foraker is a party to the movement, and he probably would not accept the nomination, as no man would care to leave the Senate for the Vice-Presidency.

Trying to Patch Up Delaware Row. Senator Scott, of West Virginia, is quoted as being the representative of the Administration through the National committee in an effort to fix up the factional fight in Delaware, and it is said he will favor Addicks, because the other faction refuses to agree to a compromise, and will either prevent the election of a Senator or give the state to the Democrats before it will allow Addicks to sit in the Senate. No matter what Scott may represent, it is not believed that the President will accept the nomination, as he is particularly desirous to help Addicks at the expense of those who have fought him so long and successfully.

BRYAN'S VISIT OF NO EFFECT.

Maine Will Roll Up the Usual Republican Majority.

OREGONIAN NEWS BUREAU, Washington, Aug. 14.—Senator Scott, of West Virginia, has been in New England for the Republicans, and he makes the following observations of the effect of Bryan's visit:

"I have heard a great deal of talk concerning the prospect of Democratic gains, and possibly some sort of victory in Maine, as a result of the visit of Bryan, Carmack and others there recently, but I do not believe there will be any change in the net result. I am informed by Joseph Manley, member of the National executive committee from that state, that Maine will go as strongly Republican as usual. Everybody in New England appears to think Bryan is trying to keep the fight within old lines, while Carmack is reaching out for something new and endeavoring to make the fight on issues more up to date. I do not think that either made a lasting impression."

No Election Estimates by States. Chairman Babcock says the Republican campaign committee has made no estimates by states as to the complexion of the next House. He calls attention to the fact that but once since the Administration of Grant have the Republicans carried

ried the Congressional elections in off years when they had the Presidency, and that was in 1888, and consequently it will mean hard work to carry the next House. The party starts out with a handicap of 100 districts in the South surely Democratic, where the opposition will not have to make a campaign, but Babcock believes that the prosperity of the country will carry the party to success this Fall.

New Oregon Postoffice. OREGONIAN NEWS BUREAU, Washington, Aug. 14.—A postoffice was today established at Trail Fork, Gilliam County, Or.

OIL FUEL ON STEAMERS.

Important Report Expected From Lieut. Winchell, of the Navy.

WASHINGTON, Aug. 14.—The Navy Department is awaiting with great interest the report of Lieutenant Ward Winchell, who accompanied the steamer Mariposa, which has been fitted recently with appliances for burning oil fuel, on her trip from San Francisco to the Society Islands and return. Admiral Melville, chief of the

FISHING AT AN END

Excellent Season on Columbia Closes Today.

PACK ABOUT 423,000 CASES

One-Fourth More Than Last Year and of Fine Quality—Value of Artificial Propagation No Longer in Doubt.

Canneries on the Columbia River have packed approximately 550,000 cases of the Spring run of salmon, while the cold-storage plants have received fish enough to fill 87,000 cases, making the total product 423,000 cases. The run was one of the best in recent years, and 25 per cent greater than in 1901. The average price was 5 cents. Total salmon alone received nearly \$1,000,000.

ASTORIA, Or., Aug. 14.—(Special.)—The Spring fishing season on the Columbia River will close at 6 o'clock tomorrow morning. While not remarkable in comparison with some years before the river had been depleted by overfishing, yet it has been a marked season in that it has settled the much-mooted question whether artificial propagation could be made a practical success. As a result of the experiences of the past two seasons, all opposition to the advantages of artificial propagation has been overcome, and it is now a recognized fact that the runs of salmon in the river can be limited only by the number of artificially propagated fry that are turned out from the hatcheries. This eliminates the possibility of the industry ever becoming extinct on the Columbia if proper and intelligent attention is paid to it. The pack of the present year has been about 100,000 cases more than last year, with the quality fully up to the average of former years.

Steady Run of Fish.

The salmon commenced running at the opening of the season, and continued until the end, there being only about two weeks during which the canneries and cold-storage plants were unable to handle the catch without being rushed. The early runs were of small fish, and many of the gillnetters were handicapped by not having small-mesh gear, thus reducing the catch materially. The price for raw fish during the season has ranged from 6 cents to 2 cents per pound at various times, and for a few as high as 4 cents was paid. The average price was about 5 cents, and nearly \$1,000,000 has been paid for salmon in addition to the large sums that have been expended for labor in other branches of the industry.

Sale of the Product.

Concerning the selling price of the finished product, there is no alarm, as the markets of the world show a firm tone and steady demand. At the time the price of 6 and 6 cents per pound was agreed to by the canneries, the market was made many contracts for future delivery on that basis of cost, many contractors for their entire pack. For several years the cold-storage branch of the industry has conducted its business on the basis of cost, although it has to be handled carefully, as the market for the product is limited, the pickled fish not being the staple article of food that the canned article has become. The presence of the cold-storage buyers tends to keep the prices up, especially during the earlier and more desirable runs, and will eventually force all the canners to handle what are known as cold-storage fish. The run of steelheads has been continuous since the opening of the season, and they have been handled almost exclusively in cold storage.

While to obtain exact figures is an impossibility, a conservative estimate places this season's pack at 335,000 cases, figured on the cases of four dozen pound cans to the case. In addition to this there were 140 tons of pickled chitnooks, meaning 152,000 cases of the raw fish, and 700 tons of steelheads, handled by the cold-storage plants. These 250 tons of cold-storage fish are sufficient to pack 57,000 cases, making the total amount of fish put up on the Columbia River equal to 423,000 cases. The estimated number of cases packed by the individual canneries is as follows:

Union Co-operative	25,000
Sanborn-Cutting	30,000
Timore (combine)	42,000
Klunne (combine)	6,000
Eagle Cliff (combine)	1,500
Roster Rock (combine)	2,000
McGowan, Chinook	24,000
McGowan, Cascades	12,000
Booth	25,000
Pillar Rock	25,000
Megier	23,000
Warren, Cathlamet	12,000
Seufert	9,000
Total	335,000

The estimated tons of pickled chitnooks put up by the individual cold-storage plants is as follows:

Columbia River Packers' Association	20
Warren Packing Company	25
E. Schmidt & Co.	25
J. L. Jendberg	20
Vendywood Packing Company	15
Union Co-operative	30
M. Beth	40

Total 1,440

It is not probable that there will be any illegal fishing this year, as every one appears to have secured all they desire. The Fall season will open at 6 A. M. on September 10, but whether any of the canneries will be operated will depend on the condition of the market at that time.

Coast Pack Will Be Short.

SEATTLE, Aug. 14.—A serious deficit in the fish pack of North Pacific waters, which constitutes the salmon supply of the world, is this early apparent. The supply, it is now evident, will be 1,438,913 cases short for Puget Sound and British Columbia, with a total deficit of about 2,000,000 cases. The combined salmon pack of Puget Sound and British Columbia waters in 1901 was 2,319,912 cases. The canned pack of 1902, estimated, for British Columbia is 21,000 cases, and for Puget Sound 28,000 cases. The total pack of salmon for all waters for 1901 was 5,000,000 cases, the largest catch in the history of the salmon canning industry. Three million cases, previous to that time, represented the annual product. This year, according to expert authority, the pack of Fall fish will be light. Some Fall fish, especially of silver salmon and chub, will be had on Puget Sound. The pack of Alaska fish will be about what it was last year. Taking this condition into account, the total shortage in the salmon pack may be estimated at 2,000,000 cases.