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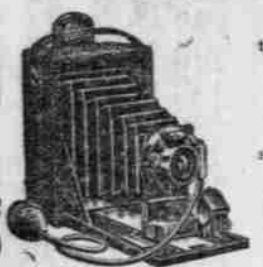
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## OFF FOR OREGON

### Roosevelt Is Heading for Portland.

### SACRAMENTO HONORS HIM

### Governor Tenders the Executive a Reception.

### NEVADA IS TAKEN BY STORM

### Carson City and Reno Are Handsomely Decorated and the People Turn Out in Force—Gift of Nuggets by Truckee.

President Roosevelt will arrive in Ashland this evening at 6:45. He will be there until 7 o'clock. Elaborate preparations have been made for his reception, and it is certain that the President will form a good idea of Oregon hospitality on his first stop in the state.

The President's next stop will be at Salem, which will be reached at 9 tomorrow morning. Here also the President will be royally welcomed, and everything possible done to make his three hours' stay in the capital city pleasant.

Portland will be reached at 2:15, and here will occur one of the greatest demonstrations on the tour of the President.

### SACRAMENTO, Cal., May 19.—President Roosevelt arrived in Sacramento this evening, and was met by Governor Pardee and Mayor Clark and the citizens' committee.

At the railroad station he was greeted by one of the largest crowds ever seen on a similar occasion in Sacramento. Followed by several carriages filled with citizens, and preceded by a tallyho filled with musicians, the President drove from the depot to the grandstand, which was crowded with school children, who presented a pretty appearance, each of the several thousand little ones waving an American flag. The President was evidently impressed with the scene, for he raised his hat to the little ones in gracious recognition of their hearty cheers.

After the review of the school children President Roosevelt drove to the Sutter Club, where he dined. After he dined he held a brief informal talk with Governor Pardee and other distinguished citizens. The Governor's reception over, President Roosevelt stepped out on the rostrum erected on the east front of the Capitol building and delivered an address to the assembled citizens. Thousands were present, and great enthusiasm prevailed. At the conclusion of his remarks the President drove to his train at the depot, and later started on his journey toward Portland. Several stops will be made in California before the Oregon line is reached.

### NEVADA GREETES HIM HEARTILY.

### Carson City Is Gaily Decorated and a Large Crowd Is on Hand.

CARSON, Nev., May 19.—President Roosevelt reached here at 9 o'clock this morning. The city was in gala attire and members of the Presidential party stated that the capital of Nevada was the most handsomely decorated town of its size that had been visited. The morning was an ideal one. The weather, which had been threatening for the past few days, had cleared up, and the sun was shining and warm enough to be comfortable. Governor John Sparks and Mayor Mackey, the Mayor of Carson City, met the President at the station and accompanied the party to the city. Carriages were waiting at the train, and the entire party was driven to the state capital building, where a platform had been erected. The portico of the capital was circled with rifles, forming an arch over the desk from which the President spoke. Over this was stretched a banner with the words, "Nevada Honors the Hero of San Juan." Among the decorations were fine mounted specimens of buffalo heads raised on the farm of Governor Sparks.

In introducing the President, Governor Sparks said:

"Ladies and Gentlemen: We have with us today our President; our soldier. He is not the first President that we have had that was a soldier. General Washington was a soldier; General Grant was a soldier; and America's grand old man was a soldier; and Andrew Jackson was a soldier. We have, I think, the second Andrew Jackson with us today.

"In time of war he was a soldier. In time of peace he is a peacemaker, and a hard worker, a leader. There is not money enough in the world to influence or buy one half in his hand. As I say, he is a leader, and he is leading us to prosperity. Under his administration we will continue to enjoy prosperity."

After speaking of Governor Sparks, who had introduced him, in high terms as a pioneer, and paying a tribute to the members of the Grand Army and the children who were present, President Roosevelt spoke at length on the subject of irrigation.

The President then spoke of the necessity of guarding the forest reserves so that the source of supply for the great reservoirs and irrigation works may be safe from fire, from overgrazing and from destructive lumbering, adding that there could be no objection to conservative lumbering. In conclusion he predicted a bright future for the state.

The half-mile drive from the depot to the capital was a solid mass of humanity, and it is calculated that fully 15,000 people gave the President welcome as he drove down the street leading to the capitol park. The grounds were crowded to their utmost capacity, but as the police had worked in accordance with instructions,

there were no accidents, and everybody had a chance to see the President and hear his 20-minute talk.

After the speech the President and party were given a short ride about the city, and with a very short wait at the depot the train, consisting of six cars, was pulled by the locomotive over the steep grade leading from the city.

### RENO TAKEN BY STORM.

RENO, Nev., May 19.—The Presidential party arrived at Reno at 7:30 o'clock this morning, and ten minutes later was on the main line of the Virginia & Truckee road on their way to Carson. While the President's train stopped here he came out on the back platform of his car and pleasantly greeted the immense throng that had assembled to give him a true Nevada welcome. The crowd cheered and cheered, and was kept in good humor by the President talking to them. The President did not attempt to make for Yeobach but talked first to one and then to another. When his train started he kept waving his hand and saying, "Good-bye, good-bye." His action won the people to him on one side of the mountain.

His train returned from Carson at 11:30 o'clock. His party was soon seated in carriages and driven to the Courthouse, where the President spoke.

After he had spoken at the Courthouse he was driven about town for about ten minutes, spent ten minutes in the Chamber of Commerce, and was then driven to the State University, where he spoke to 40 students.

He was driven to his train and was off for the West again.

Among the pleasant incidents of his visit to Reno was when H. J. Barrio, of Battle Mountain, one of the President's Rough Riders, who smelt smoke with President Roosevelt in his famous charge up San Juan Hill, sent his card in to the President.

"Show him in," said the President.

On Barrio's appearing, the President greeted him cordially and asked him several questions.

The President certainly captured the western part of Nevada as well as a very large delegation from the surrounding country. He was met by a hearty welcome. The President was presented with a string of Truckee River trout, fresh from their mountain home, and a case of Nevada honey, when his train passed through on its way to Carson. Secretary of the Navy Moody, who joined the President at Riverside, Cal., and who was to have accompanied the President today, had accepted the President's invitation to go through to Cheyenne with him. Cheyenne will be reached May 30.

### COLFAX MAKES HIM A GIFT.

### Immense Throng Witnesses Presentation of a Box of Nuggets.

GRASS VALLEY, Cal., May 19.—Fully 300 people from Grass Valley, Nevada City and the surrounding country journeyed to Colfax today to greet President Roosevelt and witness the presentation of a handsome box of quartz specimens and nuggets. Long before the President's train from Reno arrived at Colfax, such as Colfax had never seen before gathered about the depot.

As the President's train pulled in a mighty cheer went up, and as the President stepped out of the train three cheering were given. The President bowed his acknowledgment. Mounted on a grassed truck, Superior Judge Nilon presented the President with the box of quartz specimens. The President accepted the box, and made a brief address, thanking the people of this vicinity for the gift and expressing his appreciation of the compliment paid him by the assembly of such a large number of people.

### PRESIDENT INVITES M'BRIDE.

### Governor of Washington Will Join Party at Kalama.

OLYMPIA, Wash., May 19.—(Special.)—Governor McBride today received an invitation by wire from Secretary Loeb to join the President's party on his journey through this state. Governor McBride wired his acceptance, stating that

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## WAR ON PACIFIC

### Steamer Lines Will Fight for Freight.

### NOT ENOUGH TO LOAD ALL

### New Lines Coming in to Cut Into Traffic.

### PORTLAND WILL GET MORE

### Competition Has Already Started Cutting and Hill's Mammoths Will Aggravate Trouble—New Line for Portland.

A rate war is impending in the trans-Pacific trade. It is due to the presence of more steamers than are needed, and is causing much concern among transportation men.

It has been encouraged by the discriminatory rate made by James J. Hill in his efforts to build up a trade for his steamers plying from Seattle, and for the larger ones which he asserts he will place on the line.

The situation is complicated by a new line backed by Chinese capital, which, through its strong oriental connections, can operate independent of the railroad companies, or force them to handle its freight.

This new line already has steamers on the way to San Francisco, and before the end of the year will make Portland and Puget Sound ports of call.

### There is brewing at the present time the greatest transportation contest ever waged on the Pacific Ocean, and the varied interests which will engage in the coming conflict are so widely divergent that it seems hardly possible that anything but a fight to the death will result.

It is pretty generally believed that Mr. Hill's 50 rail rate from the East to Puget Sound ports will cause a general demoralization of rates in the Pacific Northwest, the ultimate result of which will be a material reduction in wheat rates from Oregon, Washington and Idaho points to tidewater. Indirectly, but at the same time having a very important bearing on trans-Pacific trade and rates, this low rail rate seems to be the greatest factor in the coming fight for supremacy in trans-Pacific trade. The reason given by the Great Northern magnate for cutting freight rates was that he desired to build up a trade for his monster freighters now nearing completion at New London, Conn.

There are already about two trans-Pacific steamers in the Oriental service where only one is needed for the greater part of the year, the only port on the coast where this is the exception being Portland, which is called on by the ports both north and south to send the "overflow" from her steamers to those which are unable to secure full cargoes at San Francisco, Seattle, Tacoma and Vancouver.

### Fleet Now in Service.

The fleet now engaged in Oriental trade from San Francisco is: Steamships Siberia, Korea, China, Algona, Astec, Peru, City of Peking, of the Pacific Mail; and Nippon Maru, America Maru and Hong Kong Maru, of the Toyo Kisen Kaisha. The Bay City will also have additional service from the newly organized China Commercial Steamship Company, which has secured the route the steamers Athol, now due at San Francisco; Clavering, Ching Wo and Lothian, the last a new 800-ton carrier. From Seattle the Nippon Yusen Kaisha is operating in connection with the Great Northern the steamers Iyo Maru, Tosa Maru, Kaga Maru, Kiojun Maru, Shinano Maru and Kinshu Maru. The Boston Towboat Company, operating from both Seattle and Tacoma, has the steamers Shawmut, Lyra, Tremont, Hyades and Pielades. From Tacoma the Northern Pacific is operating the steamers Olympia, Duke of Fife, Vic-

### Hill's Cut in Rates.

Herein is where the \$3 rail rate of Mr. Hill is destined to play havoc with established freight tariff on the Pacific. The lines operating from other ports will demand the same rail rates, and in order to help, the railroads operating steamers are almost certain to indulge in rate-cutting on the ocean end of the run. Not only is there danger in that direction, but the attempt of Mr. Hill to monopolize all of the trans-Pacific trade will be met with stubborn resistance from older established lines, as well as from "transients" like the Dollar Line, which is operating without an established tariff and taking freight at any reasonable price at which it can be secured. But it is not the small lines from which the old established concerns fear the serious trouble. A San Francisco dispatch last week stated that the agent of the Boston Tow-

(Concluded on Page 5.)

## TO OREGON FIRM

### Philippine Contract for Portland.

### SHIPPING BIDS ARE OPENED

### Government Almost Sure to Accept Laidlaw Offer.

### CONTRACT TO COMMENCE JULY 1

### All Freight Shipped Out of Portland Will Be Handled—San Francisco Still in Doubt as to What Part of Business It Will Get.

OREGONIAN NEWS BUREAU, Washington, May 19.—It is probable that no immediate action will be taken by the War Department on the bids for Army transportation in the Philippines for the year commencing July 1, but there has been considerable comment today over the apparent combination between the bidders of Portland, Puget Sound and San Francisco, disclosed by the bids received this morning.

One Quartermaster official said today that in all probability Laidlaw & Co. would be awarded a contract similar to that made last Fall with the Boston Steamship Company, of Seattle and Tacoma, whereby it will be authorized to carry all Government freight shipped from Portland to the Philippines, especially forage and lumber. Before such a contract is made, however, the bidders must remove all restrictions as to the amount of business they are to receive. This same official believes the contract with the Boston Steamship Company will be renewed for another year.

There is more doubt about what will be done at San Francisco, for if the new Quartermaster-General decides to continue the transport service from that port there will be little necessity for making shipments by commercial lines. If any contract is made there it will probably be with all three of the competing lines, so that the Government, in case of emergency, can make shipments to best advantage.

No intimation is given of probable action on the bid of Harrison & Co., to carry freight and supplies from Portland by sailing vessels, but as most of the supplies called for are needed on short notice, it is believed this bid will be thrown out. Quartermaster officers in the department think the time has not yet come when the Government can send supplies to the Philippines by sailing vessels.

### TACOMA GETS LUMBER CONTRACT.

Foster's Mill and Two Others Secure Large Philippine Award.

OREGONIAN NEWS BUREAU, Washington, May 19.—The War Department today awarded to the Tacoma & St. Paul Lumber Company, of Tacoma, a contract for furnishing 9,750,000 feet of lumber for shipment to the Philippines, the price paid being \$20,000. Under the terms of the award the first of the lumber must be delivered at the Tacoma dock for loading within 15 days, and the remainder at the rate of 20,000 feet daily. Arrangements for the shipment of this lumber have not been completed, but it will go by the Boston Steamship Line, under the rate given by that company last Fall, when it secured the Government contract for shipments from Puget Sound, provided the company can furnish adequate transportation at the time set by the Government. There are no transports available for the service at this time.

Senator Foster's mill combined with the Tacoma Lumber Company and Wheeler & Osmond in submitting a bid on this lumber contract, and the three mills will cooperate in turning out the supply, as they have been awarded the contract for all lumber on which bids were invited more than a month ago. The contract for 300,000 doors has been awarded to a San Francisco firm, the lowest bidder.

### TO OPERATE ON HARRIMAN

### Doctors Decide to Put the Railroad Man Under the Knife Today.

NEW YORK, May 19.—It was decided, after a consultation of physicians and surgeons tonight, to operate on E. H. Harriman some time tomorrow. This decision, however, is contingent upon the advice of Dr. E. E. Trudeau, who last Summer attended Mr. Harriman in the Adirondacks, when he had his first attack of appendicitis. Dr. Trudeau will reach Saranac Lake tonight, and will leave New York tomorrow morning.

Mr. Harriman is almost well from his second attack, and is in good condition for the operation. He was informed of the decision last evening by the physicians who held the consultation. Dr. W. T. Bull will have charge of the operation.

### Condition of Booth Tarkington.

INDIANAPOLIS, Ind., May 19.—"There are no alarming symptoms," said Dr. Hunnels tonight of the condition of Newton Booth Tarkington, who is suffering from typhoid fever. Mr. Tarkington's fever today was 102, and his pulse ranged between 96 and 100.

### German Wine May Be Excluded.

WASHINGTON, May 19.—Acting Secretary of Agriculture Moore has requested the Secretary of State to ascertain from the United States Consul at Mayence the facts regarding the trial of Dr. Schlamp von Hope, who is charged with the adulteration of Nestler wine. It was alleged in this case that the wines were largely adulterated and imitated. If this were so, under the act of March 3, 1902, they would be excluded from United States.

### PRESIDENT INVITES BINGER HERMANN TO JOIN HIS PARTY

### Republican Congressional Candidate to Ride With Chief Executive From Salem to Portland.

President Roosevelt has invited Binger Hermann, Republican candidate for Congress in the First District, to ride with him from Salem to Portland. The invitation is evidence conclusive that the President wishes Hermann to be elected. The letter is as follows:

"To HON. BINGER HERMANN, McMinnville, Or.—

"The President will be pleased to have you join his train at Salem and ride with him to Portland.

WM. LOEB, JR.,  
"Secretary to the President."

### Following upon the announcement of the President, as published by The Oregonian last week, this letter bears out that: "There is not one word of truth in the rumor that I am opposed to Mr. Hermann's election; but, on the contrary, I heartily and earnestly desire his election. I hope that every voter who believes in the principles of the party and wishes well for the Administration will cast his vote for Mr. Hermann. The rumored quarrel between Mr. Hermann and myself is without foundation. Our relations are, and always have been, cordial."

That announcement was very disconcerting to the Democrats of the district. This letter will be doubly so. They hoped to prove that the President had never said the words ascribed to him. The letter will dispense the hope into thin air, and the Democrats will have to fight their battle on political issues. The President, of course, feels obliged to help out a Republican candidate for a National office. This duty he owes to the National party, and to shun it might cause him embarrassment.