FOR PORTAGE ROAD

State Needs Right of Way From O. R. & N. Co.

CONFERENCE FOR NEXT FRIDAY

Road Must Pass Through Company's Land for Four Miles, and Will Right of Way Be Granted?—Mohler Is Noncommittal.

Next Friday is the day set for a confab between the State Portage Commissioners and O. R. & N. officials. The conferees will talk about right of way for the portage road which the Oregon Legislature has authorized.

The O. R. & N. occupies certain lands on the bank of the Columbia, through which right of way will have to be secured by the state. The National Government was about to acquire similar rights from the company for the boat railway several years ago, but the negotiations were allowed to lapse on abandonment of the boat railway project. By the terms of those negotiations, the O. R. & N. was to allow space for the boat railway.

Whether the company will give up land for the state portage road is a question of deep interest to citizens of the interior country, and especially of Portland. Inasmuch as the O. R. & N. considers the portage road inimical to its interests, many persons expect the company to refuse to make the required concessions and to fight any attempt to wrest any rights from it.

The National Government now holds a strip of land about four miles long, which it acquired for the proposed boat railway. This strip is about midway between Big Eddy and Celilo Falls. The entire length of the portage road will be 8½ miles. Therefore, even if the state should receive permission from the National Government to use the ground which Uncle Sam holds, rights of way for about 4½ miles would have to be secured from the O. R. & N. and private individuals.

Portland citizens are deeply interested in the meeting next Friday. The session will be behind closed doors, and only the elect will be admitted, consisting of the State Commissioners and officials of the O. R. & N. However, several prominent business men of this city will undoubtedly try to get in; anyhow, they will insist on knowing the results of the conference. "It's our privilege to know," remarked a leader of the Chamber of Commerce open-river committee yesterday.

A. L. Mohler, president of the O. R. & N., was very gracious yesterday when asked to give advance information about the meeting. But all the information he could give was that the meeting would be held in his office. He did not know what the State Commissioners desired to impart or what they desired to ask. The Commissioners would make known their intentions at the meeting; for that purpose the interview had been called.

"Where will the meeting be held" responded Mr. Mohler, genially. "Right here in this office," wafting his hand toward half a dozen easy chairs. "Right here," he said again.

"Will the meeting be open to the public?"

"No; but we shall probably give out a statement after the session."

"What will be the subjects of discussion?"

"I really don't know," was Mr. Mohler's good-natured response. "I presume the State Commissioners will tell us what they want."

"Who of the O. R. & N. officials will be present?"

"I'll be one of them," laughed Mr. Mohler.

"Who else?"

"Oh, some of the other fellows around here."

"Any important men from the East?"

"We're all of us important, are we not?" was the reply, and Mr. Mohler went about his business.

The State Commissioners are Governor Chamberlain, Secretary of State Dunbar and State Treasurer Moore. The Legislature has appropriated $165,000 for the road.

The National Government has two surveying parties at work on the route of the proposed boat canal. Yesterday the second party, led by W. G. Carroll, went out. The first party, headed by W. E. Morris, has been at work about a month. The surveys will probably be complete early in September. Not before the United States engineers have finished the surveys for the boat canal will the War Department condescend to act upon the request of the state for use of the Government land. The department must first know how much of its land will be required for the canal before it makes any grant to the state.

BUSY ON BOTH SIDES.

Portland Railway Finishing West Side—Beginning East Side Lines.

The Portland Railway Company is busy with improvements and extensions of its lines in all sections of the city. It has not quite finished work on the West Side, but has already put construction under way on the East Side.

On the East Side the Broadway line is being built, four blocks having been completed. The steel for all the other East Side lines has been distributed, the poles are set and the linemen are putting up the span wires which will support the trolley wires.

The work on the upper end of Washington is all but finished. The grade is being lowered east of Twenty-third street and the turnouts are being laid for the new lines to the heights and the shops. The gap is also being filled in between the park and the St. Clair-street ends of the line. Work is now in progress on the laying of heavy grooved rails on Washington street between First and Third as a preliminary to the city's laying a carbolineum wood pavement along these two blocks. The company is building ten cars with wide vestibules, of the same type as those now in use on Washington street.

WILL REPAIR DRAW-REST.

South Protection of Steel Bridge to Be Reconstructed.

The O. R. & N. Co. will next week begin driving new piles for the draw protection on the south side of the steel bridge, and will entirely reconstruct the protection. The piles will be of the unusual length of 125 feet, and will be 100 in number, driven in four lines. They will have strong sway braces, constructed to resist pressure from any direction, due to either the current, driftwood or collision with steamers, and will have heavy caps and side planking. The north draw protection was similarly repaired two years ago. It is expected that this work will be finished in about 60 days.

NEW ROAD TO SPRINGWATER.

Oregon Water Power Trains May Soon Run to the Clackamas.

The Oregon Water Power & Railway Company is rapidly completing its branch to Springwater, on the Clackamas River. Work has just been started on the bridge across Eagle Creek, which is the last stream to be spanned. It will take about two weeks to complete this bridge. Tracklayers are rapidly putting down rails from Boring. It is thought that in a month trains may run through to the end of the branch at Clackamas, when construction of the big power plant at that point will be started.

Between Lents and the terminal grounds in Portland much remains to be done. The great embankment across the bottom below the Portland Woolen Mills is slowly but steadily progressing. It is two-thirds finished. Owing to the magnitude of this fill, more than a mile long and averaging 30 feet high, it will be some time before it can be completed and track laid across it. The next fill is across the Martin Bottom, south of Inman, Poulsen & Co.'s sawmill. This embankment will be about a mile in length. A trestle has been completed across the bottom to facilitate the work. It will be several months before this branch around by Sellwood will be completed, but trains can run to Clackamas River by way of the Hawthorne-avenue line in the meantime.

A considerable freight business already has been developed from Boring. Trains of lumber and cordwood come in daily from the interior.

ROCK ISLAND GETS IT.

Evansville & Terre Haute Line Is Under New Control.

NEW YORK, July 28.—The Rock Island System, through the medium of the St. Louis & San Francisco Railroad, today acquired the control of the Evansville & Terre Haute and its subsidiary lines by taking over the holdings of the syndicate headed by Edward S. Hooley, senior partner of the firm of Edward S. Hooley & Co., the failure of which was announced on Monday. Mr. Hooley resigned as president and director of the Evansville & Terre Haute and B. F. Yoakum, president of the St. Louis & San Francisco, was elected to succeed him. Mr. Hooley also resigned the presidency of several subsidiary roads and Mr. Yoakum was elected in his place.

No other changes will be made in the board of directors of any of the lines, W. L. Stow, of the suspended firm of W. L. Stow & Co., who is also a director of the Evansville & Terre Haute, retaining his connection with the property. Among those who attended the meeting today were W. L. Stow, B. F. Yoakum, Henry Siebert, W. F. Carlton and Charles A. Nones. From sources other than official it was learned that the price paid was around 50.

Moffatt Seeks an Easier Grade.

DENVER, Colo., July 28.—The Post today says that the Moffatt road surveyors are making a new survey to avoid Gore Canyon, which has been awarded to the New Century Power Company by the Land Commissioner. It is said further that the Moffatt road will probably go north of Gore Canyon and make a crescent curve to reach the point it would have reached had it secured Gore Canyon. This will increase the length of the railroad, but it will also be an easier grade.

Grand Trunk Bill Up Tomorrow.

OTTAWA, Ont., July 28.—Sir Wilfrid Laurier gave notice tonight of a bill for the construction of a National transcontinental railway. This is the Grand Trunk Pacific. It will come up on Thursday in Parliament. The contract for the road was signed before notice was given.

Railroad Notes.

W. E. Coman, general freight and passenger agent of the Southern Pacific lines in Oregon, went up the Valley yesterday.

R. B. Miller, general freight agent of the O. R. & N., returned yesterday from a meeting of representatives of the freight departments of the Harriman lines at San Francisco.

A. D. Charlton, general passenger agent of the Northern Pacific, and M. J. Roche, traveling passenger agent of the Denver & Rio Grande, returned last night from the meeting of the Pacific Coast Passenger Association at Seattle.

The Southern Pacific will issue a new time-card, to take effect on August 1, but there will be no changes in the train schedule. The only purpose is to include a new set of rules, the principal among which provides a new form of train order.

ABUSES FOUND AT ASYLUMS

Kansas Committee Finds Attendants' Methods Are Cruel.

TOPEKA, Kan., July 28.—The asylum investigating committee filed its report with Governor Bailey today. The committee is composed of members of the Legislature, and was appointed on account of the abuses in the two insane asylums of Kansas. The report says:

"The committee finds that there exists among the attendants careless practices in the handling of patients that frequently amount to unwarranted force and punishment, and sometimes to cruelty.

"There exists among the attendants a kind of secret understanding which has the influence of restraining one attendant from informing the superintendent or other proper officers of misconduct and abuses on the part of other attendants toward the patients."

World's Record Made in Bicycle Race

BOSTON, July 28.—In the "golden wheel," motor-paced bicycle race at Charles River Park tonight in which H. Caldwell, De Guchard, Benny Munroe and Lawson competed, Caldwell made a new world's record for one hour's riding in competition, covering 49 miles 954 yards. Munroe was second and De Guchard third.

Chamberlain's Colic, Cholera and Diarrhoea Remedy.

This remedy always wins the good opinion if not the praise of those who use it. The quick cures it effects even in the most severe cases make it a favorite everywhere. For sale by all druggists.

FOR NEW CROP LOADING

GERMAN BARK NOMIA CHARTERED FOR PORTLAND LOADING.

Was Taken at 21s 3d, the Lowest Rate Yet Paid for a New-Crop Ship.

The German bark Nomia was chartered Monday to load wheat at Portland for the United Kingdom at 21s 3d, the lowest rate yet named for a new-crop ship. Even at this figure most of the local exporters do not regard the vessel as being cheap, as ships are a drug on the market in San Francisco at rates four or five shillings under this figure. The freight situation continues to give the exporters considerable anxiety. The amount of tonnage en route and listed for Portland is only about half as large as the amount en route and listed at the same date last year, while the Puget Sound list is also slightly smaller than that of a year ago. To offset this apparent shortage there is over 180,000 tons' net register more en route for San Francisco than there was at a corresponding date last year.

It is on this large excess of tonnage that the Portland exporters are depending to keep rates down at least to their present level, with a possibility that even lower rates may be secured as the season wears on and other ships are added to the list. There is very little tonnage secured for early loading, a fact on which exporters are congratulating themselves, as the old wheat will all be taken up to meet the milling demands and the needs of the San Francisco shippers. The Nomia is now en route to Japan from New York with oil, and as soon as it is discharged will come across the Pacific in ballast. She was on the en route list about a year ago, and lost a fine charter by failing to arrive on time. She was afterwards chartered at a lower rate and sailed from Portland early in 1902.

TRANSPORT DIX GOES AGROUND.

Accident Occurs Off the Japanese Coast—Drydock Is Reached.

WASHINGTON, July 28.—Quartermaster-General Humphrey has been informed by cable that the transport Dix went aground off the Japan coast last Saturday. She has since been docked at Draga, and it is estimated that it will take 40 days to make the necessary repairs, as she is in bad condition.

The Dix is a freighter, and had on board 225 tons of Philippine exhibits for the St. Louis Exposition. It is expected that one of the transports now out of commission will be put on to replace the Dix.

Schooner Merchant Is Saved.

NEHALEM, Or., July 28.—The schooner Merchant, which went ashore at the mouth of the Nehalem last year, and was pulled off by the tug Vosburg, is now beached and the lumber is being removed from the hold. She will be repaired and put in service again.

Marine Notes.

The steamship Leelanaw arrived in and left up last evening, and will be in the harbor this morning to load wheat for San Francisco. From present indications the wheat shipments to San Francisco for the month of July will be greater than those which will go foreign.

The steamship Tottenham, which will finish loading Saturday, will go to Seattle to coal for the voyage across the Pacific. Her owners expected to send her to British Columbia, but the miners' strike has changed their plans.

The German ship Alice, now en route for the Columbia River from Hong Kong, will receive orders off the mouth of the river instructing her to proceed to Royal Roads for more orders. She has been chartered to load lumber at a British Columbia port.

Domestic and Foreign Ports.

ASTORIA, Or., July 28.—Sailed at 3 P. M.—Barkentine Tam o' Shanter, for San Francisco. Arrived at 4 P. M. and left up at 5:40 P. M.—Steamer Leelanaw, from San Francisco. Condition of the bar at 4 P. M., smooth; wind northwest; weather clear.

Cape Town—Arrived July 25—British bark Pegasus, from Portland.

Taku—Arrived July 25—Barkentine Georgina, from Portland.

San Francisco, July 28.—Arrived—Steamer Guido, from Coos Bay; steamer Chehalis, from Gray's Harbor; steamer Coronado, from Gray's Harbor; steamer Sampo, from Gray's Harbor. Sailed—Schooner Queen, for Gray's Harbor; steamer Montara, for Seattle.

Liverpool, July 28.—Arrived—Lake Michigan, from Montreal. Sailed—Ivernia, for Boston and Queenstown.

Antwerp, July 28.—Arrived—Finland, from New York.

Glasgow, July 28.—Arrived—Numidian, from New York; Hungarian, from Montreal.

New York, July 28.—Sailed—Cevic, for Liverpool; Milano, for Naples and Genoa. Arrived—Potsdam, from Rotterdam and Boulogne.

Hong Kong—Arrived July 27—Empress of China, from Vancouver, via Yokohama; arrived July 25—Gaelic, from San Francisco, via Honolulu, Yokohama, etc.

Bremen, July 28.—Arrived—Kaiser Wilhelm II, from New York, via Plymouth.

Plymouth, July 28.—Arrived—Patricia from New York, for Hamburg, and proceeded.

Seattle, July 28.—Sailed—Steamer Dolphin, for Skagway; steamer City of Puebla, for San Francisco. Arrived—Steamer City of Topeka, from Skagway; Japanese steamer Tosa Maru, from Hong Kong.

Queenstown, July 28.—Arrived—Noordland, from Philadelphia, for Liverpool.

Anglo-Chinese Trade Treaty.

PEKIN, July 28.—Ratifications of the Anglo-Chinese commercial treaty have been exchanged. This treaty was signed by Sir James L. Mackay and the Chinese Commissioners at Shanghai last September. It provides for the abolition of likin barriers while native Custom-houses enumerated in the government records are retained. By the terms of the treaty a list of the Custom-houses, concerning whose number there is a great divergence of opinion, must be furnished to Great Britain.

NEW PLAYERS ARRIVE.

McFarland Will Pitch and Francis Will Play Third.

Ike Francis, a crack third baseman, formerly with the Buffalo-Rochester teams, and Dan McFarland, the new Brown pitcher, arrived last night and will be seen in a Brown uniform this afternoon. If McFarland is sufficiently rested he may try his hand against San Francisco. Just what position Francis will play has not yet been decided.

The news of McFarland's expected arrival was printed in The Oregonian Sunday, but that a third baseman had been signed was not given out for publication until yesterday afternoon. Francis was a star in the Eastern League and ranks 12th in the list of third baseman, according to the Spalding guide. This book shows that in 51 games played as third baseman Francis got 56 putouts, 102 assists, 13 errors and a fielding average of .943. He played in 126 games and batted .286.

Both McFarland and Francis are touted as the best in the business, and if they are as good as they are said to be they will strengthen the Browns greatly. Since it was rumored that a third baseman was on the road there has been considerable speculation as to what will be done with Jay Andrews in case Francis makes good. Jay has the assurance of the management that he will be cared for.

PUSH MULTNOMAH CARNIVAL.

Club's Committee Decides to Push Arrangements With Vim.

The Multnomah Club Carnival committee met last night and decided to take active measures and push the Carnival work with a will from now on. Reports were received from the chairmen of the various committees showing the work to be progressing favorably.

The preparation of the grounds will commence at once, and the advertising committee was instructed to advertise extensively throughout Oregon, Washington and Idaho in order to leave no stone unturned to make the Carnival a grand success.

No superintendent has been appointed as yet, but this will be done shortly. The committee will hold meetings frequently in the future, and will meet again on Thursday evening.

ROW OVER SALT LAKE NINE ENDS.

Amicable Settlement Is Reached, and Jack Grim Will Be Retained.

SALT LAKE, Utah, July 28.—The trouble between six players of the Salt Lake baseball team and J. M. Reynolds, president of the club, has been amicably settled, and the revolting players left for Seattle tonight. President Reynolds says the players will reach Seattle in time to play on Friday, and that two games will be played Sunday.

Jack Grim, over whose release the trouble arose, will be retained by the club, but will remain in this city to superintend the remodeling of the present grounds.

CRACK BALL TEAMS MAY MEET.

Winners in the Great Leagues Likely to Play for World's Championship.

PITTSBURG, Pa., July 28.—President Dreyfus, of the Pittsburg team of the National Baseball League, announces that if Pittsburg wins the National League pennant, the winner of the American League pennant will be challenged to a series of 11 games to decide the championship of the world, the conditions being that the winner receive 75 per cent of the gate receipts and the loser 25 per cent; the winner also to visit the West and the Coast as world's champions, the loser to remain at home.

Visits St. Helens Mining District.

C. W. Sherman has just returned from a trip to the St. Helens mining district, where he went as the guest of Dr. and Mrs. H. W Coe, who, with their three boys are spending the Summer at their country home on Spirit Lake. Mr. Sherman reports that the St. Helens mining district is very active and the center of activities is the group of copper mines controlled by Dr. Coe, which are receiving the doctor's personal attention this Summer. The main tunnel is now in over a quarter of a mile with several cross cuts, one of 250 feet, all laid with steel track. Several hundred thousand tons of rich copper ore is already on the dump. A good wagon road is now completed from Castle Rock, Wash., and a telegraph line reaches Turtle Postoffice, which is within 24 miles of the lake and will undoubtedly be extended to the mines this year. A sawmill is in operation at the mine and the air drills are bing run night and day. Surveys are being made for a railroad, which will penetrate the largest and finest body of timber on the Pacific Coast, and will undoubtedly reach the mines within a year. Wonderful developments are going forward in that country and great changes are predicted speedily. Several of the miners complain that the name, Hawkins' Knob, given the prominent mountain peak overlooking Spirit Lake and facing St. Helens, would be changed unless Portland's famous mountain climber, Colonel L. L. Hawkins, after whom it was named, makes them another visit soon.

SNATCH LIFE FROM SURF

HEROIC DEEDS OF OFFICIAL WATCHERS OF THE SEA.

In Course of Duty, They Face Perils That Might Appall Bravest Blue-Water Men.

The total number of vessels stranded in Oregon waters during the ten years ended June 30, 1902, is shown by the annual report of the United States Life Saving Service to have been 78. During the same period the number of vessels going aground in Washington waters was 73. In Puget Sound alone no less than 30 such casualties were recorded, while at the mouth of the Columbia two vessels were stranded, one on Clatsop Spit, and one on Sand Island. The number of casualties for Oregon is nearly one-half made up of strandings at the mouth of the Coquille River, where 32 vessels went aground. For the last year three casualties of this nature were recorded in Puget Sound and none in the Columbia.

The number of disasters occurring in the Thirteenth Life Saving District, embracing the Pacific Coast, was 32, only two lives being lost, and the property loss being confined to $39,570. In the whole United States there were 746 disasters, 25 lives lost, and $2,274,335 worth of property lost. With two exceptions, the number of disasters to vessels last year was the greatest in the history of the department, but in spite of this only 19 lives were lost from documented vessels—those of five tons and over—and only six from smaller craft.

The work of the life-saving service, as shown in the report, is one of constant effort and of frequent heroism. Assistance of various kinds was rendered 480 vessels, in addition to 615 that were worked off when stranded, piloted out of dangerous places and similarly assisted. Warning to 217 vessels running into danger was given. Surfboats landed 782 persons; lifeboats, 65; gasoline launches, 266; river life skiffs, 34; station boats, 218, and by the breeches buoy 213. In addition 61 persons were brought ashore by lines and in other ways.

Of persons who were rescued from positions of danger, other than from vessels, the life-service men picked up three aeronauts whose parachutes dumped them into the sea, a man who tried to commit suicide under temporary excitement, another who was fast asleep on the ties of a railroad track, a sleepy man who was dozing on the edge of a pier and in danger of rolling into the water, and several persons from danger on the ice.

Of all the disasters that to the barge Wadena, off Shovelful Shoal, Massachusetts, is the most appalling, owing to the needless loss of life that ensued. The Monomoy crew pulled out to the stranded barge in a heavy sea and took off the five men aboard her. While the surfmen were in the act of clearing the boat from her dangerous position under the barge, the rescued men were thrown into an ungovernable panic by the shock of a heavy sea. They jumped from their places, clung to the necks of the oarsmen, and crowded them from their thwarts. As the surfmen were straining every nerve to calm the men and keep the boat upright they were capsized by a comber. In the icy water and the smothering foam, the men were one by one washed from their hold on the overturned boat, and in a few minutes but one was left alive. Meantime the plight of the surfboat had been observer from another stranded barge, the Fitzpatrick, and Captain Mayo, despite the warnings of his companions, determined to go to the aid of the drowning men. Getting a 12-foot dory, with improvised thole pins and two sawed-off oars, into the water, with consummate skill and judgment he swept across the heaviest line of breakers and in the direction of Ellis, who managed to clamber into the dory. Mayo still had the worst part of his work before him. He could not return to the barge or shore inside a sheltering point, but had to make his landing where the surf was most dangerous. With great skill and nerve he ran in on a wave, and came safely to shore with Ellis.

The only loss of life from documented vessels in Oregon waters occurred at Yaquina Bay, December 4, 1901. The barge Wheeler, which had been abandoned by the tug C. R. Vosburg, drifted ashore, and was overwhelmed by terrific combers. As if by a miracle but one of the crew of four was lost.

Prominent in the records is the work done by the Cape Disappointment Life-saving station at the mouth of the Columbia, where accidents to the fishermen are so common that tragedies pass with little comment. As the report says of one instance: "The man who was lost perished instantly, and was never seen after the capsize. Accidents of this nature are frequent among the hundreds of boats engaged in fishing near the mouth of the Columbia River."

Negro Preacher Kills His Wife.

KANSAS CITY, Mo., July 28.—Rev. H. D. Hilson, a negro preacher, shot and killed his wife in a confectionery store in Kansas City, Kan., at a late hour tonight. The shooting was the outcome of a divorce suit brought by Mrs. Hilson.

Must Stand Trial for Forgery.

NEW YORK, July 28.—C. H. Trelawney, the Philadelphia publisher who was arrested last week on a charge of forgery, was held today for trial. Trelawney said: "I shall have to put up a strong fight at the trial—or 'squeal.'"

Reorganization of Trust Progressing

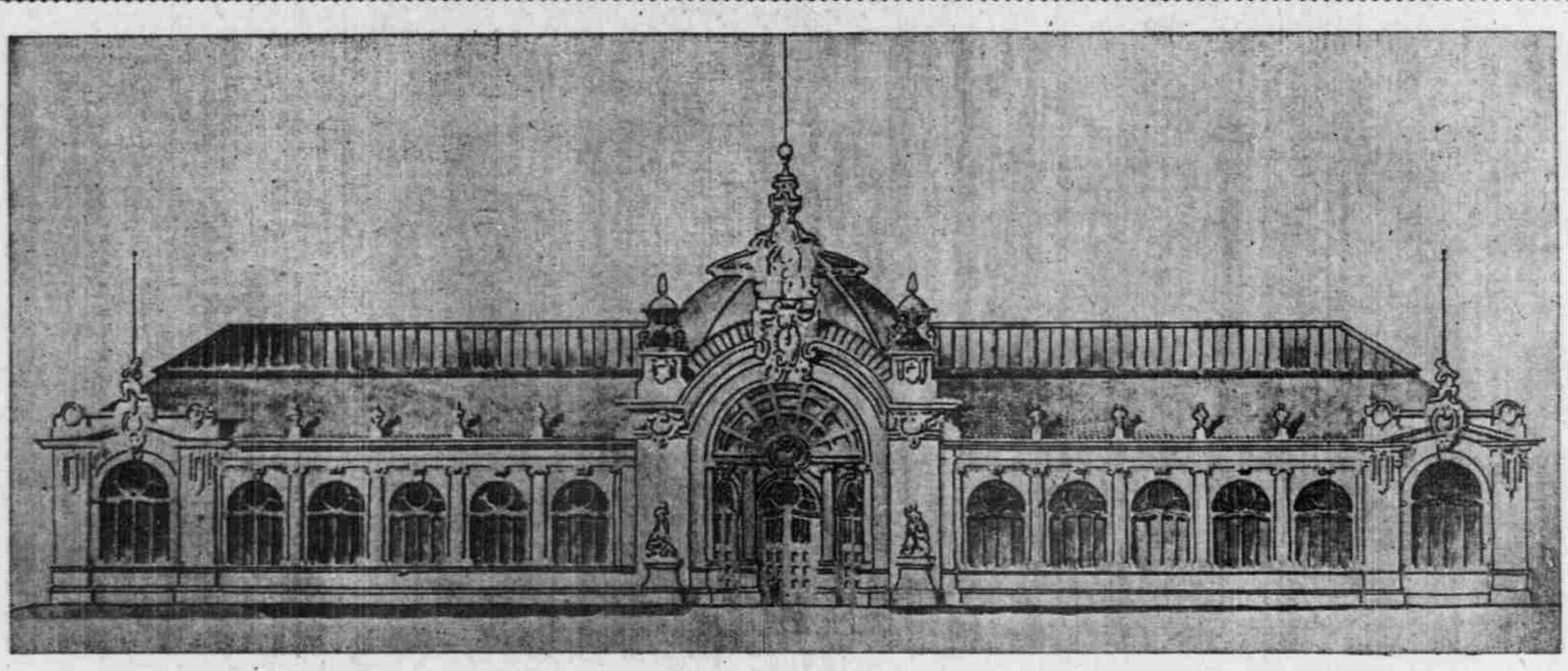
NEW YORK, July 28.—William N. Cromwell, as counsel for the reorganization committee of the United States Shipbuilding Company, announced today that two-thirds of the entire out-standing issue of first-mortgage bonds have been deposited with the committee, and over $1,000,000 bonds also placed under its control.

AT ITS LOWEST EBB.

Rossland Falling From Position as Great Mining Camp.

"Rossland, once known as one of the greatest mining camps on the American continent is now at its lowest ebb," said J. F. Stratton, a newspaper man, who has just arrived in this city from British Columbia. "In the days of its greatness Rossland was one of the liveliest places on the globe and even today, when the situation to the average mind appears dall and gloomy, life of the liveliest kind can be found without trying hard. Money is earned and lost in a night in Rossland as well as in Portland and the man that loses is not held up by the festive highwayman, either. It is a good thing that the law is so well enforced in British Columbia, otherwise a newspaperman would have as lively a time as the members of Baker City's fourth estate. I received innumerable threats myself and was once attacked by an actor with a dagger, but little things like that are not worth mentioning. The newspaper business is such as to keep one guessing. In one year the paper I was with changed hands no less than six times, somewhat of a record in itself.

"The mines of Rossland are shipping a fair tonnage weekly. No new strikes have been made since the early days of the Le Roi, the I. X. L. and the O. K. The ore is running low grade in every mine and concentration is now being experimented with in an effort to locate profits after the expenses of mining and smelting have been taken out. As it stands today, concentration is the method and the only one that can save Rossland from going the way of all mining camps."



PROSPECTIVE PLANS FOR STATES BUILDING AT LEWIS AND CLARK CENTENNIAL. —Drawn by Edgar M. Lazarus, architect.

The above is a sketch of the proposed states building at the Lewis and Clark Exposition. This structure will be the most conspicuous of any at the Fair except the Memorial building. The sketch is a preliminary one, and is subject to modification. After the Board of Consulting Architects has passed upon it, the Directors and the State Commissioners will approve or alter it to conform to the needs and finances of the Exposition. The structure as now planned will be a little larger than the Exposition building, on Washington street. Its dimensions will be 450x200 feet, and its estimated cost is $81,000. The plans will be submitted by Edgar M. Lazarus.