

BRADY IS ALL ALONE

Against Alaskan Territorial Government

IT IS TOO SPARSELY SETTLED

Seventeen Other Alaskans Are at Commercial Congress and Will Contest His Premises-Statement of Indian Territory.

SEATTLE, Wash., Aug. 20.—(Staff correspondence.)—The members of the Trans-Mississippi Congress cleaned up nearly all of the leftover addresses today and also indulged in a general discussion on a number of other topics, Alaska, with an unevenly divided delegation, for a time promised to shake things up in a lively manner over a territorial government resolution.

While the discussion of the resolution is not yet in order, the place, on the program for a general discussion of Alaska, gave Governor Brady an opportunity to air his views against granting our far Northern possessions a territorial form of government. He protested on the grounds that the territory was as yet sparsely settled in proportion to its area and that a territorial form of government would be expensive. He believed it advisable to wait a while and secure a steady stream of territorial rights, which, he said, had always proven unsatisfactory.

Seventeen other Alaskans made brief remarks, but the real scrap over the matter was probably tilted over until tomorrow, when the question will come back in the report of the committee on resolutions.

Another similar case which promises to stir up some trouble tomorrow is the matter of consolidating Oklahoma and Indian Territory. The committee on the subject has two resolutions, each pretty well backed. One by Mr. Welmer, of Indian Territory, calls for the enactment of a law reading as follows:

Discussion Over Indian Territory.

"That no legislation be made for the territories of the five civilized tribes of the Indian Territory, except such as will lead to an independent state of said territories, as early as possible, as the Congress and Senate of the United States may deem advisable to grant."

Opposed to this proposed law are a number of Oklahoma men who have presented a resolution reading as follows: "Whereas, United Oklahoma and Indian Territory would contain an area of 79,439 square miles, a population of over 1,000,000, 50 per cent of whom are American citizens, and all the resources of soil, climate, natural wealth, and intelligence necessary to the creation of a great state; therefore, be it

Resolved, That we recommend the immediate creation of a single state out of the area now embraced within both these territories."

The selection of a meeting place for next year was again brought up for formal action this afternoon, and encountered a slight snag from which, however, it will probably be dislodged without making any change in the choice as announced yesterday, after the roll of states had been called, and St. Louis appeared to be the unanimous choice of the congress.

To St. Louis Conditionally.

Tom Richardson blocked matters by calling attention to the fact that the offer of St. Louis was, to a large extent, meaningless, as the Missourians had failed to furnish the money to be secured at a recent coin or that even a half could be secured at any specified time. He stated that he was in favor of St. Louis, but was not willing to see the matter settled without a more definite understanding and advised that it be referred to the executive committee for further action.

A resolution to this effect was offered by Devers with the proviso that St. Louis be given the preference in case the money was raised without delay.

The morning session today was comparatively a tame affair. Several excellent addresses were delivered, but they were of such a nature as to arouse little discussion or argument. A. T. Wright, of Ogden, Utah, read to the congress an invitation extended on behalf of the National Irrigation Congress, urging members of the Trans-Mississippi Congress to attend the session of the Irrigation Congress, which will be held at Ogden, September 15 to 18, inclusive. In his invitation, Mr. Wright spoke briefly of the importance of the Irrigation Congress, the nature of the work it has undertaken to do, the success which has attended its efforts, and the elaborate arrangements which have been made for the success of the coming annual congress.

Against Philippine Sugar.

The morning session took up the work where it was so unconventionally interrupted yesterday afternoon by the announcement of the possibility of a street railway strike. The chairman called upon Hon. Truman O. Palmer, secretary of the National Beet Sugar Association, to complete his interrupted address on the Philippines. Mr. Truman's address was an argument against the admission of Philippine sugar into the United States in competition with the beet-sugar produced in this country.

"Good Roads" was the subject of an address by Hon. W. R. Richardson, of Omaha, secretary of the National Good Roads Association. The address was discussed briefly by Martin Dodge, one of the directors of the Good Roads Association; James R. Melkie, secretary of the Chamber of Commerce, and others.

Mr. Richardson was followed by Hon. Walter C. Freeman, of Galveston, Tex., who spoke on "The Necessity of First-Class Harbors to the Commercial and Industrial Development of Our Country." "The American people," said he, "until the last few years, have been too busy extending railroads, building factories, and developing their country, to pay much attention to foreign commerce; but now we are operating three-fifths of the mileage of the railroads on our globe. Our manufactured

products are greater than those of England, France and Germany combined; and we are raising the largest surplus of breadstuffs, hog products and cotton of any country in the world, and these products are transported within our borders at a less average cost per ton than those of any other country. These facts demonstrate conclusively the necessity of the early improvement of our harbors, upon plans commensurate with the needs of the modern instrumentalities of commerce. That our surplus products may reach the markets of the world with the least delay and the smallest transportation charges possible. We have entered the contest for the commercial supremacy of the world and every facility that the Government can extend must and will be provided by Congress."

Irrigation Is Discussed.

Irrigation was the principal subject under fire at the afternoon session and an excellent address was made by George H. Maxwell on the necessity for expansion in the irrigation laws. Mr. Wallis, of Montana, made a pretty strong speech against the private irrigation schemes, and advocated Government control of every ditch in the country.

John Henry Smith, a very eloquent speaker and a prominent man in the Mormon church, gave an interesting talk on the early irrigation scheme of the Mormons and the wonderful effect they had had in reclaiming the desert. In the course of his remarks, he paid an eloquent tribute to Brigham Young and whatever the audience might have thought about the matter, their admiration for the earnest, kind-hearted and eloquent old irrigator from Utah caused them to give him very generous applause.

J. E. Deffenbaugh, editor of the American Lumberman, of Chicago, delivered an interesting address on the Trans-Mississippi lumber production and consumption.

After adjournment this afternoon a large number of the delegates were taken over to the new navy-yard. The committee on resolutions is still wrestling with the large number of documents with which they have been flooded, and will not be prepared to report much, if any, before tomorrow noon. When this report comes in there will probably be some lively discussions which may prolong the session somewhat, although most of the delegates are anxious to finish their labors and get away.

A number of the Portlanders left for home this morning and more will follow tomorrow morning. E. W. W.

ADDRESS OF H. W. RICHARDSON, Secretary of Good Roads Convention

His Hobby.

SEATTLE, Wash., Aug. 20.—H. W. Richardson, of St. Louis, spoke in part as follows:

It is a matter of congratulation that this congress has given prominence to the subject of the improvement of the public roads. The attention was first recognized by this body at its session in Salt Lake City in 1897, and at St. Paul last year resolutions were adopted, without discussion, recommending modern road legislation for the several states.

It is difficult to explain the indifference of commercial interests to the burdens and incumbrances upon trade and commerce imposed by unimproved roads. If considered as a habit, they are not due to their responsibility and regardless of the remedy, enduring the burdensome condition as a fixed habit. From long established custom, the public mind is left to the control and management of the rural districts, the towns and cities refusing to share the cost of their proper improvement, although equally participating in the benefits therefrom.

The roads of this country are antiquated, inadequate and wasteful, the one year repeating the experience of the one before by the expenditure of labor and money, with no perceptible result. The roads are not improved, money practically wasted in the attempt, under the present system, to maintain passable roads would be an alarming proposition in any other business of such proportions. The public or private, and would call for the most radical and prompt reform. The 1300 counties contained in the trans-Mississippi country expend each year, in money and labor, measured at factory value, the sum of \$1,000,000,000, a sum one and a third times greater than the entire cost of the Louisiana Purchase territory, and more than \$1 per capita for every man, woman and child in this vast domain. This sum is expended in the maintenance of the roads, and is practically wasted, for, with few exceptions, there is not a good permanent highway in the entire country west of the Mississippi River.

Behind the loss of this money, we endure, through the alternating seasons of the year, impassable mud, insufferable dust, long hills and hollows, bad grades, rocks, ruts, slides, loss of time, stock, vehicles, harness, etc.

This loss is insignificant, however, when compared with that laid upon the industries of the country by reason of the unimproved roads. More than 50 per cent of all the traffic carried by railroads, steamships and other common carriers is first carried over a primary road. Figuring the cost of transporting the products of the trans-Mississippi States over the roads in their present conditions, and comparing same with the cost over improved roads, they are taxing the commercial and agricultural interests more than \$300,000,000 annually. This estimate is based solely upon the cost of transportation under average favorable conditions.

A question of building permanent highways is of the very highest commercial importance, and demands the active attention of all business men. The practice so long in use of placing the burden of road-making upon the country people is unjust and inequitable, and never will be improved roads. For more than a century this system has been in vogue, and today less than 1 per cent of the common road mileage is macadamized or surfaced, providing a durable roadway without system, intelligent supervision or business management, and, in truth, would not be endured in any other department of our governmental affairs.

The result of the raw material from the forest and field and the mill and the mine is the first, and, up to the present time, the most costly and difficult step. There is not a state or territory that does not retard in its north and development on account of unimproved highways.

It has been stated that the building of steam and electric railroads has rendered the construction of permanent highways unnecessary. This is not true; they have superseded for a time the improvement of our roads, but they can never supply the necessity for them. You had just as well assert that the electric car in the city takes the place of the street car.

There is almost universal agreement as to the many advantages and the need of good roads. The serious problem is how to get them. We have followed the old methods, patching up and mending here and there until it seems almost impossible to conceive that there is anything better. The nonconcern of the average business man has prevented him from giving active thought to the subject, with a determination to solve it. Time and experience has demonstrated that the present system is wasteful and wholly void of beneficial results. Our commercial interests require that every business man give serious thought to the movement for durable roads by co-operating the municipal and public interests together with the Boards of Trade, Chambers of Commerce, manufacturing associations, transportation and other business organizations with the agricultural and kindred interests for the establishment and maintenance of a comprehensive system of public road improvement in their respective states and counties.

This can be accomplished under what is known as the "state aid plan," now in successful operation in the States of New Jersey, Massachusetts, New York and Connecticut. This plan is based upon the principle that comes from the agricultural interests are benefited by improved highways and equalizes the burden or cost by apportioning the same to the state, county and district. It provides for a state highway commission, engineering department, insuring proper supervision, construction and maintenance, and gives to the people, in return for the money expended, good public roads, which should be well maintained and which we welcome with grateful appreciation.

The office of road inquiry, Department of Agriculture, Washington, D. C., and the National Good Roads Association are ready to assist you in any way to furnish bulletins containing technical and general information touching every phase of the road subject. There is no acceptable reason why each member of this congress should not be familiar with the merits of the plan, and upon his return home, by earnest endeavor, inspire his people to adopt the principles applicable to his state and put them in active operation.

It has been argued with the persuasiveness of a Paul that the National Government should lend its aid to the construction of public highways. If the Government can expend an appropriation for the improvement of rivers and harbors, lend its aid to build railroads, which are but another class of public highways, if it can expend millions of dollars in the construction of Panama, Rio, and the Philippines and Porto Rico, and the money of the Cubans in the construction of wagon roads; if it can deliver the mails, signal the weather, modernize farming, encourage manufacturing by tariffs and aid and promote the general transportation in diverse other ways, what substantial reason is there for not giving aid to the building of road and highways, the most common and useful of all interests it can construct?

FIX UP FOR THE FAIR

Horses and Livestock Will Be the Main Features.

GRANDSTAND HAS NEW TIMBERS

Stock-Judging Pavilion is Provided With Seats in Tiers, so That Spectators Can Observe the Fine Stock Shown in Comfort.

SALEM, Or., Aug. 20.—(Special.)—Preparations are nearing completion for the opening of the greatest State Fair ever held in Oregon. Though the fair is yet four weeks distant, everything is being put in readiness so that there shall be no confusion or delay when the fair opens.

From the entrance to the grounds, where the Southern Pacific Company has erected a new depot and waiting-room, to the grandstand side of the grounds, where the grandstand has been overhauled and repaired, there is evidence of improvement and renovation.

The fair will be 50 per cent larger than last year, and present indications are that the grandstand will be the most popular attraction. The ever-growing interest in livestock, the great increase in the value of both driving horses and draught horses, have drawn a large list of animals here this year than ever before. About 60 horses are already in the stables and are training on Lone Oak track for the next month. Forty more harness horses are being trained, and there will also be on hand about 200 running horses, making some 600 horses in all here for the races.

Although the automobile is fact making a break in the streets of the cities, farmers have not yet thought of the possibility of doing away with horses, and to meet their special inquiry many stalls of draught horses will be on exhibition. To meet the increased demand for a new stable has been built. The cattle department at the fair has been growing in magnitude every year for the last four or five years, and this season it was necessary to erect a new stable.

New Livestock Pavilion. One of the most important of the new additions to the group of buildings at the fair grounds is the stock-judging pavilion. This structure was well planned, and adds to the beauty of the grounds. It stands in the center of the stock-judging circuit, and is open at both ends, so that the stock may be led through for the inspection of the people and the close examination of the judges.

Tiers of seats are arranged along both sides, facing the central passageway, and extending the whole length of the building. Instead of standing out in the hot, dazzling sun, as they have been compelled to do in the past, the spectators now sit in the cool shade of the broad roof of the stock-judging pavilion and see the cattle, horses, goats and other animals as they are led or driven past. No other improvement that could be made would add more to the comfort and enjoyment of the visitors at the fair than this new building.

Grandstand Improved.

It is a wonder that the Oregon State Fair has not suffered some calamity as that by which a number of people were injured some time ago when a section of the grandstand collapsed at a New York ball game. Recent to the fair, a contractor began to repair the underpinning of the grandstand at the race track, and found that the timbers were rotten and ready to break up under the weight of the crowd. It happened almost any time last season when the great crowd of spectators was stamping and shouting and surging in the grandstand, that the structure would not under the pressure of what might be called a great race.

But the calamity did not happen, and there is no longer any possibility that it will happen, for the foundation of the grandstand has been rebuilt, concrete blocks put under the pillars, and a earthquake would not now shake down the structure. More convenient means of ingress and egress have been provided, and the grandstand is now a safe and comfortable place for the spectators to sit.

Large Agricultural Exhibits.

Though the livestock department and the trials of speed will be strong drawing attractions at the fair this fall, the great interest will be, as it always is, centered in the exhibits of agricultural products, manufactured articles and works of art are exhibited. A successful season in agriculture, the prosperity of all manufacturing enterprises and the immigration are combining to make the exhibits in the pavilion greater this year than ever before.

People from a dozen counties will have county exhibits, and the number of people showing visitors at the fair the varied resources of the section of the state in which the articles displayed were produced. The exhibits will be arranged in this state will be well represented when they see the wide range of products which may be grown upon a single farm in this state, and also observe that the size and quality of these products are unsurpassed in the West.

The fact that the best of the exhibits at the State Fair next month will be selected for the Oregon exhibit at the St. Louis Exposition has aroused a keener interest in the exhibits of the state in which the articles displayed were produced. The work of renovation and improvement at the fair grounds has extended to the buildings occupied by confectioners, restaurateurs and other trades, and every section about the grounds is being put into attractive shape, and there will be a newness and freshness throughout the entire grounds when the gates open for the fair on September 14.

PULLMAN FARMERS' INSTITUTES.

Series of Ten to Be Held in Southwest Counties of Washington.

PULLMAN, Wash., Aug. 20.—(Special.)—A series of ten farmers' institutes are to be held in the ten southwestern counties of Washington during the month of September, under the auspices of the Washington Agricultural College. The counties in which institutes are to be held are: Skamania, Clark, Cowlitz, Wahkiakum, Pacific, Lewis, Chehalis, Thurston and King counties. E. E. Elliott, professor of agriculture at the college, leaves in a few days for a tour of these counties to arrange places and dates for holding the institutes.

The personnel of the institute staff has not been fully decided upon, but it will include Hon. C. L. Smith, of Minnesota, who has done successful institute work in Washington, Oregon and Idaho for the Washington Agricultural College and for the Oregon Railroad & Navigation Company. A number of members of the college faculty will be given to horticulture and animal industry.

Pullman's New Breaks Game Laws.

CHOTEAU, Mont., Aug. 20.—Upon complaint of a deputy game warden, Justice DeLozier issued a warrant for the arrest of Joseph W. Pullman, publisher of the New York publisher, for unlawfully killing mountain sheep in this county.

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Men's New Fall Style Clothes

The Season of Selecting a Fall Suit is Now at Hand

We're Ready to Sell You Your Fall Suit...

SUCCESS is won according to a man's wisdom and foresight. Men with much wisdom are now taking advantage of the opportunities we are offering in New, Handsome Fall Suits.

Never before in our annals of merchandising have we been able to give our customers such honest VALUES as we are prepared to do this Fall. We do not confine you to a selection of only one make of clothes, but our mammoth stock embodies the latest creations of the famous Stein-Bloch and Hart, Shaffner & Marx makes, which means the finest ready-to-wear custom tailored clothes in America, equal in every way to the most exclusive made-to-measure garments, and prices at about one-half.

SAMUEL ROSENBLATT & CO. RELIABLE CLOTHIERS Corner Third and Morrison Sts.

SWEEP STRUCK HIS HEAD

LINN COUNTY FARMER DIES OF CONCUSSION OF BRAIN.

ALBANY, Or., Aug. 20.—(Special.)—J. H. Caldwell, a progressive Linn County farmer, was killed by being struck on the head by the sweep to a horsepower at his farm, three miles from Albany, today. Caldwell was an old-fashioned horsepower which he used for operating a wood-saw, fanning mill and other machinery on his farm.

PROFESSOR PIPER PROMOTED.

Becomes Botanist in Agricultural Department—Honor for Hunter.

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BUY THUNDER MOUNTAIN MINE.

Eastern Men Will Place Large Force at Work on Property.

WEISER, Idaho, Aug. 20.—(Special.)—W. M. Lucas and Dr. F. G. Zerk, of St. Louis, and W. J. Evans, of Terre Haute, Ind., arrived in the city Tuesday evening, from Thunder Mountain. The gentlemen went on a tour of inspection of the mine, and while there purchased a group of seven quartz and four placer claims on the head of Profile Creek, one-half mile from the famous Dundee and Glasgow claims.

PROFESSOR LOEB'S EXPERIMENTS.

Produces Lower Animals by Artificial Generation.

SAN FRANCISCO, Aug. 20.—Announcement is made that Professor Jacques Loeb, in a series of experiments he has just completed at the University of California, succeeded in demonstrating that the sex of animals containing both sexes can be fertilized and developed into animals through physical and chemical agencies, technically, artificial parthenogenesis.

INSTRUCTOR AT ENCAMPMENT.

Captain Johnson is Assigned From Vancouver Barracks.

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LYNCH MAY LOSE HIS JOB.

Superintendent of Yakima Reservation Committed Irregularities.

NORTH YAKIMA, Wash., Aug. 20.—(Special.)—Information has been received here through private sources that charges have been filed against Jay Lynch, superintendent of the Yakima Indian reservation, and that he is slated for dismissal at an early date. No particulars were given as to the nature of the charges. Congressman Jones was asked about the matter, but he said he had not the least idea what the nature of the charges is. An inspector has been at Fort Simco for a few days, making an investigation, and it is learned through a friend of the superintendent that whatever might have been the situation at the first of the week, it now looks as though Mr. Lynch's official head is in no special danger. It is learned that the charges are of a nature that is not serious.

WARRING WITH FATAL RESULTS.

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Married Women

Every woman covets a shapely, pretty figure, and many of them deplore the loss of their girlish forms after marriage. The bearing of children is often destructive to the mother's shapeliness. All of this can be avoided, however, by the use of Mother's Friend before baby comes, as this great liniment always prepares the body for the strain upon it, and preserves the symmetry of her form. Mother's Friend overcomes all the danger of child-birth, and carries the expectant mother safely through this critical period without pain. It is woman's greatest blessing. Thousands gratefully tell of the benefit and relief derived from the use of this wonderful remedy. Sold by all druggists at \$1.00 per bottle. Our little book, telling all about this liniment, will be sent free.

Mother's Friend

The Bradford Regulator Co., Atlanta, Ga.

TWENTY YEARS OF SUCCESS

In the treatment of chronic diseases, such as liver, kidney and stomach disorders, constipation, diarrhoea, dropsical swellings, Bright's disease, etc.