ROAD TO ST. HELENS

Electric Line to Mining Region Is Planned.

PORTLAND AS TERMINUS

Syndicate Formed to Tap the Gold, Silver and Copper Properties With Short Line to This City.

Mineral wealth of the St. Helens district of Washington, and the other copper, gold and silver mining regions north of the Columbia River and south of Mount Rainier, and vast coal measures, together with the marvelously rich agricultural districts of valleys in Clark, Cowlitz, Skamania and Lewis Counties, in Washington, are the basis for plans that may result in the construction of an electric railroad with 200 miles of track, connecting that portion of Washington with Portland. Dr. Henry Waldo Coe is at the head of the syndicate having the project in contemplation, and George W. Lilly, chief engineer, is engaged in completing the survey, of which about 30 miles have already been gone over in setting the preliminary stakes, and a reconnaissance of an additional 75 miles has been finished that will be completed as rapidly as crews can get over the ground.

There is ample financial backing assured for completion of the project, which would add an immense agricultural population, and yielding larger revenue and heavier trade for many years from the forests that would be tapped and the immense mineral resources of the country that have only been partially revealed by the work already done. Mining engineers who have made expert examination of properties in the districts clustering around Mount St. Helens have expressed the belief that its wealth of copper, gold and silver is greater than that of Butte. Certain it is that some of the highest grade copper ores produced in this country have been found in mines of the St. Helens district.

The route of the projected road is from Portland to the Columbia River via Woodlawn, crossing to Vancouver, thence along the north bank of the Columbia to Ridgefield, Woodland, Caples, Kalama, Kelso, Ladu, Stella, Castle Rock, Silver Lake, St. Helens mining district and a branch to the Morton coal fields, thence in a southeasterly direction from St. Helens district to the mineral districts north of Washougal, to the Columbia River above and through the town of Washougal, to Camas, Fishers, and connecting again at Vancouver with the Portland line.

"It will take all of the present year to complete the engineering work in the field preliminary to actual construction," said Dr. Coe last night. "I have never built a railroad before, and know that it requires a great deal of preparation before track can be laid and cars run, but I expect to see this road built, and it will be worth more to Portland in developing new trade territory than anything that has happened in ten years. The estimated cost is $4,000,000, and traffic is in sight that will pay interest on that investment. There is no obstacle to the financial backing of the project, the necessary amount being forthcoming when needed.

"To concentrate, smelt and convert the ores of Butte there are living, workers and dependents, at Butte, Anaconda and surrounding towns, more than 100,000 people. The copper deposits of St. Helens will, with development, it is the belief of many, exceed in amount and richness the mines of Butte. Certainly they are extensive and rich. This mineral, with gold and silver, is found in great deposits, as yet little understood, yet apparently of volcanic origin, like the Earl and Index, hundreds of feet wide, and in veins like the Sweden and Polar Star, between well-defined walls."

At the Theaters

What the Press Agents Say.

FUN FOR SIX WEEKS.

Kolb and Dill Break Comedy Burlesque Record at Marquam.

The German comedians, Kolb and Dill, began their sixth consecutive week at the Marquam Grand Theater last night in their tuneful musical comedy, "I. O. U." That these celever comedians and their excellent company have made a hit goes without saying. That Portland is certainly becoming metropolitan in more ways than one is shown in the fact that "The Beauty Shop," a burlesque presented several weeks ago, ran for two weeks, and now comes "I. O. U." with a run of four weeks.

The Marquam has been filled nightly with amusement lovers who have gone forth and said: "The best we ever saw." Kolb and Dill have been boosted and advertised by thousands of their newly-made friends during their stay here. The reason they have done so well is simple; an exceedingly funny burlesque, a company of forty persons, ten principals and thirty beautiful chorus girls, all of which, combined with catchy music, make a Summer evening's entertainment never to be forgotten. Seats are now selling for every performance this week.

THE BELASCO'S GREATEST.

"Carmen" Wins the Pennant for Fine Stock Productions.

The Belasco Stock Company reached the acme of its achievements in the magnificent performance of "Carmen," given before one of the largest audiences of the season, last night. The stage settings surpassed anything ever seen here on a stock stage, and the members of the company did the greatest work of their lives. Nothing to equal the play has ever been offered in stock on the Pacific coast, and veteran theatergoers fairly went wild with delight at the splendid performance. The Portland public is this week offered the opportunity of a lifetime to see the best performance of the dramatic version of Bizet's wonderful opera ever given in the United States. Ask those who were present last night and you will be told that "Carmen" by the Belasco forces is the greatest ever. The performance will be repeated all week, with matinees Saturday and Sunday. Go tonight.

Fall of Port Arthur.

Although started but three days ago, "The Fall of Port Arthur," at Twenty-Seventh and Upshur street, is having a large run. The performance is an exact reproduction of that famous naval battle and remarkable siege between the Russians and Japanese. The performance is given in the open, and is one of the coolest spots in Portland. Major McGuire can be seen in his excellent sword act. Same performance nightly.

OLD SCHOONER HAS MADE HER LAST SAILING VOYAGE

THE WEBFOOT, DISMASTED BUT SOUN D.

They don't build schooners of Port Orford cedar in these days, and but few of the old-timers are left. The dismasted schooner Webfoot, which came near being totally wrecked last Winter outside the Columbia, is a vessel with a history. She was built on Coos Bay in 1889, Port Orford cedar being used on her hull throughout. Even today, when she has been in the water nearly 40 years, the pungent odor of the cedar is noticeable on her decks.

Towed to the upper Southern Pacific dock Sunday from Astoria, the old schooner presents every evidence of being a full-fledged wreck. She was sunk for a short time, and her deck is littered with the flotsam and jetsam of the sea. Her three masts have been broken off, though her bowsprit remains. She will be used hereafter as a rock barge, for the old hull is sound yet, and capable of many years' service in comparatively quiet waters. Captain Adams, of the little steamer Petrel, of Portland, sailed in the Webfoot on one of her first voyages, more than thirty years ago.

WATCH THE BOYCOTT

Portland Shippers Alive to Its Importance.

EFFECT IS NOT YET FELT

Lumber Trade Can Be Little Injured, but Exportations of Flour and Wheat to China May Suffer.

It is with considerable anxiety that Portland shippers and exporters are awaiting the outcome of the Chinese boycott movement. The general feeling among men who are interested in Oriental commerce is that millions of dollars' worth of trade may be lost through unjust interpretation of the immigration law.

It seems doubtful that the Chamber of Commerce will take any further action. Its policy was outlined in the recent letter to President Roosevelt. The stand taken then was for a limited immigration of the laboring class and more considerate treatment of the merchants and students.

For the exports originating in Portland's territory, lumber and flour, there is little likelihood that orders will be cancelled. The Pacific Coast is practically the only place where lumber can be bought for China, and lumber the Chinese must have. Much of the lumber shipped from here also goes into the hands of foreigners unaffected by the boycott.

As to flour, T. M. Stevens, of T. M. Stevens & Co., expressed an opinion yesterday:

"I believe it will only be a few years before the Chinese are getting all their flour from Manchuria," said he. "The shippers on this coast won't suffer so much as the Eastern manufacturers. Take cotton goods for instance. The Manchester mills are busy and their product is going into China. Why, 3000 skilled workmen left Falls River to work in the English mills a few weeks ago. Instead of the Chinese buying cotton goods from the American manufacturers they will buy from the English. When the higher class Chinese go to England they are not thrown into jail. Naturally they are more willing to buy English goods so long as they are treated as they are in this country."

"It is a very important question," said George Taylor, of Taylor, Young & Co. "If the boycott holds it means that no flour or wheat will be going over. The railroads will not bring so much freight across the continent and will have less to take East. I am in favor of restricted immigration but better treatment for the Chinese."

FLOUR AND LUMBER EXPORTS

Record for Month Just Closed Will Be Beaten in August.

Sixteen and a half million feet of lumber, and nearly 50,000 barrels of flour, left Portland harbor during July.

In addition to the lumber shipments, a log raft containing over 8,000,000 feet was towed to San Francisco. The California trade in lumber amounted to more than 10,000,000 feet, the receiving points being San Francisco and San Pedro, the port where all the lumber for the Southern California cities enters the state.

Eighteen lumber-laden vessels cleared at the Custom-House during the month just closed, bound for Coast ports. In addition to this amount, the steamer Sandhurst took 2,800,425 feet of lumber to China; the German bark Niobe cleared for the United Kingdom with 1,682,000 feet, and the French bark La Fontaine took 1,471,832 feet, also to the United Kingdom.

The August shipments will certainly exceed last month's. The steamer Ilford will carry over 3,000,000 feet, much of which is already loaded, to China; the British bark Pytbomene will leave in about ten days for South Africa with close to 1,700,000 feet; the steamer Comeric will take a cargo nearly as large as the Ilford's before the end of the month; the Drumcraig is in port and will begin loading soon, and the coasters will continue as busy as ever.

ASSESS SMALL LAUNCHES.

Mosquito Fleet Will Not Escape Eye of Deputy Assessor.

Launch-owners will receive a surprise in the shape of an assessment within a short time.

"I intend to assess all the launches, whether they are under five tons or not," said County Assessor B. D. Sigler, last night. "There is no reason why these boats should not be assessed, though they have not been in the past, I believe. There are dozens of them here now. Boathouses and the pleasure boats they contain will also be assessed."

The larger launches have always been assessed, but the small fry of the mosquito fleet have escaped heretofore.

Thistle Still Awaits Orders.

Though chartered to load lumber for Port Pirie, Australia, the British bark Thistle still lies at the Oregon Water Power dock, for Captain England has received no orders from the owners of the charter.

When the captain read in Friday's Oregonian of the charter of his ship he was more than surprised, for it is the invariable custom for an owner to notify the captain by cable the moment his vessel is chartered. During the day Taylor Young & Co., agents for J. J. Moore & Co., who had chartered the Thistle, received the news from San Francisco, but Captain England cannot move his ship to the North Pacific mill to begin loading until he gets the cablegram from the owners in England. Orders from the charterers were received, but they are of no avail. The message is supposed to have gone astray. Yesterday the captain cabled an inquiry to England.

Kellogg's Shaft Cracked.

When the steamer Joseph Kellogg reached her dock last evening, after the excursion run to Multnomah Falls, it was found that one shaft had been cracked on the trip. The Kellogg will be laid off for a few days, and meantime her passengers will be cared for by the Undine, which begins excursion trips to the Cascades this morning. The Kellogg came down the river safely and arrived at her usual time.

Governor Goes to Coos Bay.

Governor Chamberlain was a passenger on the steamer Alliance, which left down the river last night. He goes to Coos Bay on official business. The executive wasn't alone on the steamer, for, besides a number of other passengers, there were 150 tons of flour and merchandise, consigned to Eureka, and 150 tons for Coos Bay points. Three big logging engines for Coos Bay camps were on board.

Manuka's Fast Run Across Pacific.

VICTORIA, B. C., July 31.—The steamer Manuka, of the Canadian-Australian line, arrived today, two days in advance of her schedule, breaking all records for the run from Australia across the Pacific. She left at the same time as the Sonoma, and beat her two days to Honolulu. The Manuka was delayed at quarantine a few hours, and four passengers with measles were landed.

New Boilers for the Adams.

TUTUILA, Samoa, July 18, via San Francisco, July 31.—The United States steamer Adams, which has been the station ship here for over 12 months, is to have new masts and boilers placed in her, at a cost of $10,000.

Passenger Steamer Wrecked.

TORONTO, Ont., July 31.—The passenger steamer Argyle is on the rocks near Oshawa, and probably will go to pieces. The excursionists were taken off without difficulty. The Argyle is valued at $40,000.

Marine Notes.

Delayed on her last trip, the steamer Newport did not sail until yesterday morning. She cleared with hardware, groceries, beer and flour for North Bend, Marshfield, Bandon, Toledo and Newport.

The steamer F. A. Kilburn reached port at 5 o'clock yesterday afternoon, bringing freight and passengers from San Francisco and Eureka.

After a voyage of 27 days from Honolulu to the Columbia, the British bark Drumcraig is discharging ballast at the sand dock, and will move to the Inman-Poulsen mill to begin loading lumber before the end of the week.

Word was received here yesterday that the steamboat Telegraph, from Puget Sound, will be due in Astoria tomorrow. If she enters the river in the morning she should reach Portland before evening.

The towboat Gamecock, repaired after her experience with a Cowlitz River snag, left the shipyards for the Jones dock yesterday. The remodeled Kehant, of the Diamond O Line, now the Ottawa, has not yet been put to work. She has been completely overhauled, and has a new hull.

Domestic and Foreign Ports.

ASTORIA, Or., July 31.—Condition of the bar at 5 P. M., smooth; wind, south; weather cloudy. Arrived down at 3 and sailed at 11:15 A. M.—Steamer St. Paul, for San Francisco. Arrived at 5 and left up at 8:20 A. M.—Steamer F. A. Kilburn, from San Francisco and Coast ports.

San Francisco, July 31.—Arrived at 4 P. M.—Steamer Northland, from Portland. Arrived—Steamer Mariposa, from Tahiti; steamer Sonoma, from Sydney. Sailed—Steamer Thebes, for Hamburg; steamer Chehalis, for Gray's Harbor; steamer Homer, for Gray's Harbor.

ON UNDINE UP COLUMBIA

Sightseers Will Enjoy Unequaled Scenery of the Cascades.

This morning at 8:30 the steamer Undine will take her first load of excursionists to Cascade Locks. They will return at 6 o'clock, having enjoyed all the famous Columbia River scenery. Short stops are made at Vancouver Barracks both ways.

From Taylor-street dock, 8:30 A. M. Round trip, $1.50. Telephone, dock, Main 613.

FALLS ONE HUNDRED FEET

GEORGE HOFFMAN SUSTAINS SERIOUS INJURY.

Post Breaks, Hurling Victim Over Precipice and Into Rock-Bottomed Gulch Below.

George Hoffman, aged 50 years, residing at the head of South Seventh street, was seriously injured at 6:50 o'clock last night by falling a distance of 100 feet from the top of an old telephone pole to the bottom of the gulch. His left arm was broken above the elbow so that the bone pierced through the skin, his right wrist was fractured and his left side literally caved in. In addition to these inpuries, Hoffman sustained several severe gashes on the head and bruises about the back and hips. It is feared he is also internally injured.

At the time of the accident Hoffman was attempting to fasten a clothesline to the top of an old telephone post. To do this he climbed the post almost to the top. The pole stood on the edge of the ravine, and as Hoffman climbed it broke, sending him with a crash down into the ravine over the precipice, a fall of fully 100 feet. He struck on some rocks at the bottom of the gulch.

He was not rendered unconscious, and his screams brought neighbors to his assistance. He was carried to the top of the gulch near the roadside, and the police telephoned for. Dr. Samuel S. Slocum was called and went to the scene of the accident in the patrol wagon. Hoffman's injuries were dressed on the spot, and he was then removed to St. Vincent's hospital, where the necessary operation was performed. It was found there that several ribs on the left side had been fractured, but it is possible that the left arm can be saved. Hoffman's condition was given out at an early hour this morning as very serious. He is a married man and has several grown children living in the city.