Medford & Crater Lake Railroad, com-

# HILL ARRIVES

Railway Magnate Will Come to Portland to Look Over the Situation.

MAY STAY SEVERAL DAYS

It Is Expected That, at the Reception in His Honor, He Will State Definitely His Plans for This City.

James J. Hill, president of the Great Northern railroad, controlling also the Northern Pacific and Burlington systems, and foremost raliroad director and finan cler of the present day, is en route to Portland to identify himself personally with the project now well under way of colding a line down the north bank of the Columbia and entering Oregon over the first steel bridge to span the Colum-bia within 200 miles of the sea, and cross the Williamette to Portland over anothe steel structure that will be a marvel of engineering skill.

Authoritative information of the coming of President Hill was received last evening hy William Harder, general agent of the Great Northern freight department, in a telegram from Harry M. Adams, assistant traffic manager, advising that Mr. Hill and party would arrive in Portland Sunday evening, to remain until Monday night. It is expected that the distin-guished railroad builder will remain for eral days in the vicinity of Portland, become more intimately acquainted with what has been accomplished in his latest project for claiming traffic of additional territory in the Pacific Northwest, but his movements are largely determined by the demands of vast interests, and detalls of the itinerary for the trip to Port-

#### Hill Deeply Interested.

From the inception of the Lewis and Clark Exposition James J. Hill has evinced deep interest in the Centennial, and long since promised to visit Portland during the Fair period, if possible to do so. He had expected to make a visit to the Coast and to Portland early the past Summer, t was prevented by pressure of business. Later he accepted an invitation to be present at the Trans-Mississippi Commer-cial Congress and deliver an address, and was about ready to start from St. Paul when illness in his family necessitated exponement. During the past few enths he has devoted much attention conclusion of the plans for building the water-level railroad down the Columbia River to Portland, and placed his stamp of approval upon the preliminary labors of his official representatives, and will now meet the citizens and business men of Portland to convey personally to them more than has yet been told concerning his ultimate plans.

#### Personnel of Party.

The personnel of President Hill's party is understood to include President Howard Ellinit, of the Northern Pacific; President George B. Harris, of the Burlington sys-Vice-President Louis W. Hill, of the Great Northern; Fourth Vice-President Benjamin Campbell; Frederick D. Underwood, of Erle; George F. Baker, Samuel Thorne, John Thorne, George C. Clark, Arnos T. French, Alexander Cochrane, Payne Whitney, G. W. Lane and Daniel be made en route, as the objective point of the present trip from St. Paul is Port-

land and the Exposition. Extensive preparations had been planned for a reception to the railway magnate during August, when it was expected he would come to the Trans-Mississippi Com-

obably be arranged for Monday night will, doubtless, be among the most int of the entire Exposition.

His Birthday Reception.

Saturday night, James J. Hill, with the members of the official party en route to the Coast, was guest of honor at a reception in Minneapolis in celebration of his 61th birthday, which occurred Sep-tember 16, and was the recipient of mementoes of the seteem in which he is held in the Twin Cities for his service in de-velopment of those municipalities and heir tributary territory, both in beauti-ul gifts and words of praise.

Whatever Mr. Hill may have to say to the people of Portland and of Oregon, with which he becomes more closely affillated through the railroad building aiready commenced, will be of much interest, and it is anticipated that he will tell more ing the plans than has yet been

The arrival of Rainh Modieska, an emi nent engineer and authority on bridge construction, who has directed the building of several of the great railway struc-tures spanning American rivers, to take charge personally of the bridge projects over the Columbia and Willamette for the new line into Portland is significant of the early beginning of building these steel, stone and concrete creations that will represent one-third of the total cost of building the line from Kennewick to Port-land. Mr. Modjeska stated yesterday that the location had not been definitely deter ined upon, but as soon as he has co irmed the engineering data placed in his hands, it is expected the decision as to location, style of bridges and placing orders for material will be closed

#### DOMESTIC SCIENCE SCHOOL

Y. W. C. A. Adds Interesting Features to Its Work.

The Domestic Science Committee of the Y. W. C. A., at a recent meeting, decided to reopen the School of Demestic Science, which is to reopen Oct. 17. An important decision was made in regard to forming a Normal Class for young ladies who de-sire to take a thorough course in cookery, food study, dietetics and methods of peaching. This course will be valuable not only to girls, who intend to become teachers of domestic science, but also to those who desire to increase their usefulness in the home and in philanthropic work. There is an ever-increasing demand for thoroughly trained domestic science workers as teachers, preceptresses, matrons or managers of institutions, and managers of hospital dietary kitchens, good salaries are usually obtained. It is thought that a normal course in sewing will also be organized under the auspices of the T. W. C. A.

There will be classes in general cook-ery for young house-keepers and others; a schoolgiri class on Saturday mornings; a training class for maids; and special short courses for advanced housekeepers. The fees for the courses will be very moderate. A new feature will be a series of Wednesday evening talks by Miss Tingle, at the Y. W. C. A. rooms, when the bach-elor giri and her oil or alcohol stove will be considered, and demonstrations given, showing how tusty breakfasts and suppers can be prepared with small expendi-ture of time or money. A class for public chool teachers is being formed and the hours will be arranged with special ref-erence to their work as a large attendance is expected.

It was also decided that a small number of girls would be chosen to receive free training as domestic belpers and positions will be secured for them at the conclusion of their course.

The Y. W. C. A. Domestic Employment

Secretary will be in attendance in the school at certain hours during the ses-sion. This feature should add much to the usefulness of the school. Enrollments for all classes are now being made at the Y. W. C. A. Headquarters at the Fair and at Sixth and Oak streets

For Selling Tobacco to Minors.

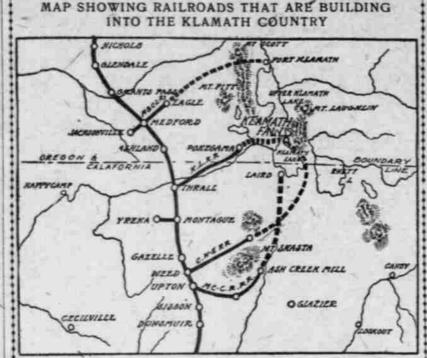
For seiling tobacco to Emil Olsen, a minor, Frank Nemerovsky and Christina Nebrung were arrested at the Exposition yesterday by Deputy Sheriff Kelly, and were released on \$100 cash ball. District Payne Whitney, G. W. Lane and Daniel Attorney Manning filed an information Willard, of New York. Few stops will against them in the State Circuit Court yesterday. The accused will be arraigned before Judge Frazer today.

Incorporation articles of the Supreme Council of Maits, a fraternal and benemercial Congress, under auspices of the ficiary organization, were filed yesterday Expestion management, and these plans in the office of the County Clerk by H. have been held in abeyance pending the fichary alian R. Joy, supreme definite information as to when Mr. Hill secretary; J. P. Fonner, supreme treaswould be present. This function will urer; R. B. Stalder, chief justice.

pleted this year to Engle, 11 miles from its starting point and connection with the Southern Pacific, has for its objec-tive Fort Klamath. This road opens up the timber lands on the west slope KLAMATH FALLS

When the timber lands on the west slope of the Cascades below Crater Lake, and it is the intention of the promoters to push the track on toward interior Oregon, forming a short line to the great natural wonder of Oregon. Crater Lake, en route, and touching east of the divide the yellow and sugar pine foresis that extend south to California. With the transportation lines building and country developing, the opportunity affeirs of the county.

Another transportation line that is promised for the Klamath country is the McCloud River Railroad, which is pushing its track toward the irrigation, but at present practically all of the jobbing is done with San Francisco. Thrall is 382 miles from Portland and 290 miles from San Francisco, while freight rates are practical-



RAILBOADS PROJECTED TO KLAMATH LAKE REGION. DOTTED LINES DENOTE SURVEYS OF PORTIONS TO BE BUILT,

tion field with a force of 350 men. ly the same from the two distributing This road now has in operation about points. Kiamath Falls people would 37 miles of track from Upton, on the like to trade with Portland and do busisouthern Pacific. the route following a ness with Oregon if given the chance. ortheasterly course, and swinging to the south of Mount Shasta. Its present terminus is about 41 miles from Laird, Cal. Fat the southern end of Lower Klamath Lake, and through the lake and river steamboats operated by which this railroads expects to serve

the region. The Klamath Lake Navigation Con pany has recently completed the steam-boat Klamath, of about 50 tons bur-den, which has just been placed in commission on Lake Ewauna, the Rhamath River and Lower Klamath Lake. This boat was built expressly to operate between Klamath Falls and Laird, as a connection with the Mc-Cloud River Railroad. With work progressing steadily until interfered with by severe Winter weather, it is the anticipation of the navigation officials that the first traffic will be delivered on cars at Laird by July 1 next, Objective Point of Three Roads.

All roads lead to Klamath Falls in Southern Oregon, and this seems to apply alike to rail and public roads. That is the objective point of the three roads above mentioned, and occupying a peculiarly favorable geographical po-sition in the pass between the east and west, at Link River, and through the valley between the north and the south Upper Klamath Lake is the highway of steamer travel to Fort Klamath, 40 miles to the north, and reached in the 15 miles in width, with its tributary streams, affords the best hunting ground in Normandale Addition, a suburb, grounds for water fowl in the United States, if not in the world. With rail of which is about \$125. transportation to Klamath Falls, the trip to Crater Lake, one of the seven wonders of the world in the classifica-tion of William E. Curtis, will be made

## HEAVY SEPTEMBER TRAFFIC

Street Railway Travel Promises to Equal Two Preceding Months.

September traffic of the Portland consolidated Rallway Company bids fair to far surpass that of any previous month of the season, according to a statement of Manager F. I. Fuller, and may equal the travel on Portland street-cars of July and August combined. The magnitude of this may be measured when it is stated that more than 1,000,300 passengers have been handled each week during the past two months and the daily business has steadily increased. Likewise the lines of the Oregon Water Power & Rallway Company have handled heavy passenger business. The Exposition lines have had the largest volume of the and purpose; the upbuilding of the party travel on the West Side and the line to the end that none but the best men of the Water Power Company to the can be elected to office; thus the state Oaks has held the record on the East and county affairs may be administered in the most intelligent, honest and effi-

### His Holdings Are Small.

E. J. E. Thompson, the old blind accordion-player, was at the County Clerk's office to find by whose authority the pachannel of Wood River, while numer-ous other streams are navigable for some distance, and the beautiful body a heavy property-owner. A search of the of water, some 30 miles in length and records discloses the fact that his real-

## Mining Company Incorporates.

W. L. Beckner, Arthur Langguth and comparatively easy and possible for a brief vacation outing.

C. H. Weston filed articles of incorporation in the County Clerk's office resterday of the Western Oregon Mining & Milling line to tap the Klamath country. The Company; capital stock, \$1,000,000

MAP SHOWING PROPOSED ROUTES OF THE PORTLAND,

NEHALEM & TILLAMOOK RAILROAD

Republican Reunion Approved by S. C. Beach.

BRIGHTER LIGHT AHEAD

Calls on Party Members to Attend the "Love Feast" and Put Aside Factional Squabbles to Secure Party Strength.

#### MORE PEACE LETTERS RECEIVED BY CHAIRMAN BAKER.

Among the harmony letters received by Frank C. Baker, chairman of the Republican State Central Committee who called the reunion for October 12 in Portland, are the following:

S. C. Beach, of Portland-There is no argument to be had against a reuniting of Republican forces in the State of Ore-gon, particularly Multnomah County. Every Republican in the state is Every Republican in the state is anxious that all differences should be laid aside for the good of a common cause, Every one realizes that with factions dividing the voting strength of the party, it is only a question of a very short time when this Republican state will become practically Democratic throughout. With four of the principal offices in the state filled by Democrats, it is not a far-fetched theory, but a hard fact, that something must be done and done soon. A thimble-ful of trial is worth a demijohn of "talk." It seems to me that the Republicans of Oregon have had enough of talk, and that they should now profit some by their trials and experiences. Half the world makes a living out of the mistakes the other haif makes. The Democrats have made enough profit out of Republican mistakes and differences. There ought to

be a stopping place. Why not now?

Let us have the reunion and let the ion and the lamb lie down together, 'side by each," not one inside the other Let us all be patriotic and not politically selfish. Permanent political success is based on the same principle that business success is. It is a give-and-take propo-sition. It can't be all give nor all take. No one man is entitled to all the honors with a gold-plated, diamond-studded fence around him. All Republicans must be brothers, in a sense, else success will

nly be partial. There is a high-pitched voice demanding a Moses to lead the hosts, not by companies or regiments, but by battalions-lead all of them, not part of them. Not by the nose, but as a bell wether leads his flocks, an unconscious leadership, a leader that will command' a voluntary following, a leader that the black as well as the white sheep and even the goats will follow, a leader that will not only com-mand the respect but enjoy the full confidence of all the members of all the fac-

It seems to me that this is the seed in the watermelon: Not how we can get of-fice for our friends, but how can the factions become united for a common good cient manner

The time is ripe for the Republicans of Oregon to lay aside all their personal and factional differences and to work together for a high and lofty purpose. The example has been set by our worthy President and the time has come when men are to be judged for what they patriotically done and will do, ra by what they have done under the guid-ance of a political master. The past is too dead to skin. The Re-

Sublicans of Oregon cannot profit by dis-cussing the past. We are living in the year of our Lord 1966. And if we are to succeed we must live today and tomorrow, not yesterday. Things have changed since last election. New conditions have arisen. We must meet the new. Let us hope that the coming reunion will deal with what is coming. Let the past rot with what is coming and decay and stay dead.

DUTY OF VOTERS TO PARTY

A. J. Capron Says It Binds Them

the Nominees.

A. J. Capron, of Portland, Represen tative in the Legislature-The cond tion of things in the Republican party ought to appeal to party pride and actuate every honorable member of the party to vote the ticket, whether his particular friend or choice may be thereon or not. The fact that he is a Republican and on that ticket ought to prove his vorthiness and entitle him to their support. Of course, it is to their support. Of course, it is pre-sumed that there are good men in the Democratic party, and that they are, as a rule, placed on their ticket. They receive the united support of that party

Republicans support ours?

If I understand it correctly, it was the intention of the primary to nominate candidates, and a member of either party is in honor bound and duty bound. for that matter, to vote for those so nominated; otherwise the law would better be eliminated. Thus far it has failed to accomplish, except in a very small measure, that for which it was Intended.

therefore why should not we as good

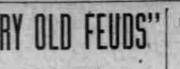
I see no way of compelling a man to support the primary nominations ex-cept to place him on his honor; and provided he does no; care enough for his honor to follow that for which the law was intended, there does not appear to me at this time to be an means of reaching him-

It has been suggested to me by sev-eral persons whose opinions are worthy of consideration that one way of bringing the factions together is to eliminate all of the old party leaders and to put new blood in their places, the old leaders to fall in line and support the tloket with might and main, and with a determination that the Republican majority shall be majorated and ilean majority shall be maintained, and that, no matter who or how good the men put up by the opposition, they are not to receive support from the Re-publicans, to the defeat of their own party nominees.

REPUBLICANISM STRAIGHT.

C. W. Hodson Says Such a Pledge Would End Troubles.

C. W. Hodson, of Portland, State Sen-While my political experience has not been as strenuous or boisterous as some, still it has been sufficiently so to make me feel there should be a cessation of hostilities in the ranks of the party. Very many of by best personal friends have been arrayed against me factionally, solely because of party dif-ferences Four years ago I stated I had and enough, and would never again en-Republicans. I pledged myself to sup-port the party nominees whoever they might be, and I now pledge you I will make my word good. I may differ from others as to policy, who would be the Ideal candidates; but having failed to





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that my views are correct, I will cheerfully and loyally support whoever may be selected as the party represen-

If others will do the troubles will be at an end. I feel that a getting together in a spirit of fairness and honesty, with an idea of being con-siderate of the opinions, feelings and rights of others, can but result in uniting the discordant elements of the party. I can be a good fellow, and I feel everyone else can be also, I am willing and ready to defer to the opinions of others, and hope all other members of

the party feel the same way.

By all means, let us get in touch with each other and be as good friends po-litically as we are personally. Let us be Republicans and support Republican policies and nominees. Count me as one who will take Republicanism

"LET US REASON TOGETHER

E. V. Carter Says Republicans May Then Stay Together.

E. V. Carter, of Ashland, State Sen ator—By all means, get the Bepubli-cans together in Portland on October 12, if possible. I suggest that the invitation be not confined to the "lead-ing and influential party men"; on the contrary, let it be a general, cordial invitation to every Republican through-out the state. Let all be assured of a welcome regardless of "race, color of

previous condition of servitude."

It might be well to put up a "keep off the grass" sign as a warning to those, if any, who show inclination to "monkey" with the direct primary law before its workings have been demon-

strated by a fair trial.

Yes, let us follow the scriptural injunction and "reason together," and possibly we can get on some common ground where we can "stay together." I sincerely hope that the results of the meeting may be all that its most ardent and enthusiastic supporters predict.

### ROUND TRIP TO ASTORIA

Swift excursion steamer Telegraph de parts from Alder-street dock daily (except Friday), 7:39 A. M., returning from Astoria 2 P. M., arrive Portland 8:36 P. M. Sundays from Portland 8 A. M., arriving Portland 9 P. M.

It is no longer necessary to take blue pills to rouse the liver to action. Carter's Little Liver Pills are much better. Don't forget this.

TRAVELERS' GUIDE.

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"Jefferson," Aug. 29, Sept. 7, 17, 17, "Delphin," Sept. 2, 12, 22, CALLING AT KETCHIKAN, JUNEAU, DOUGLAS, HAINES, SEAGWAY, Connects with W. P. & Y. route for Atlin, Dawson, Tarana, Nome, etc. CHEAF EXCURSION RATES, On excursion trips steamer calls at the addition to regular ports of etc. in addition to regular ports of

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SPOKANE FLYER 6:15 P. M. 5:00 A. M. Daily.
For Hastern Washington, Walla Wallacewiston, Cosur d'Alene and Great Northern

RIVER SCHEDULE

FOR ASTORIA and 8:00 P. M. S:00 P. M. way points, connecting Dally, with steamer for liwaco and North Beach. Sunday. Statemer Hannio, Ash. st. dock (water per.) 10:00 P. M.

FOR DATTON, Ore-7:00 A. M. 5:30 P. M. gen City and Yambill Daily, Daily, River points, Ash-st. except dock (water per.) Sunday. Sunday. For Lewiston, Idaho, and way points from Riparia, Wash.

Ticket Office, Third and Washington, Telephone Main 712. C. W. Stinger, City Ticket Agt.; A. L. Craig, Gen. Passenger Agt.



Leaves UNION DEPOT. UVERTIAND EA-PRESS THAINS or Sale, stoss-jurg, Ashianu, \*7.25 A. M.

or Ban, Ashianu, bacramento, Ug-den, san prancis-co, Mojavo, Los Angeles, at Paro, New Orleans and Morning train "5:55 P. M. connects at Wood-burn daily except aunuay with train for Mount Angel, Silveriou, Brownsville, Springiteid,

Eugene passenger connects at Wood-burn with Mt. An-get and Silverton local. Sheridan passenger | 18:25 A. M.

11:50 P. M. Forest Grove Passenger, t10:45 P. M. Daily. [Daily except Sunday. PORTLAND-OSWEGO SUBURBAN SERVICE AND TAMHILL DIVISION.

DIVISION.

Depot. Foot of Jefferson Street.

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A. M.: 12:30, 2:95, 3:35, 5:20, 6:25, 1:45, 10:10 P. M. Daily except Sunday, 5:30, 6:30, 8:35, 10:25 A. M.; 4:10, 11:30 P. M. Sunday only, 9:90 A. M.

Returning from Oswago, arrive Portland, daily, 8:30 A. M.; 1:55, 8:05, 4:35, 6:15, 7:33, 9:55, 11:10 P. M. Daily, except Sunday, 6:25, 7:25, 9:30, 10:10, 11:45 A. M. Except Monday, 12:25 A. M. Sunday only, 10 A. M.

Leave from same depot for Dailas and intermediate points, daily, 6:00 P. M. Arrive Portland, 10:10 A. M.

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Queen, City of Puebla, Uma tills, 9 A. M. Sept. 30, Oct. 5, 10. Fortland Office, 248 Washington st. Main 222 C. D. DUNANN, G. P. A., San Francisco,

CHANGE OF SCHEDULE

