FORTY FEET ON COLUMBIA BAR

That Is Now Necessity for the Port of Portland.

DEEPER RIVER CHANNEL Government can be expected to incur.

For These Two Purposes Commercial Bodies and Citizens Are United That North Bank Road May Bring Best Results.

....... DEEP WATER IS THE OBJECT.

Denth of 40 feet of water on the Columbia River bar and 35 fees in the channel from Portland to the sea is the condition which Portland bustness men propose to bring about through united, diligent effort. Plans for this organized movement in which it is expected commercial bodies will lead and business men give unqualified support, are not yet formulated, but the keynote has been struck and citizens realize that it is up to them to see that the ship channel is created and that without unnecessary delay. There is but one opinion expressed in regard to the subject. All agree

that it is of the greatest importance not only to Portland, but to the entire North Pacific Coast States and that every possible effort should be made to bring to successful realization the plans formulated by the Government engineers for acquiring depth on the bar and in the river sufficient that the large carriers of the Pacific may come and go without deference ·····

Whatever lies within the power of the business men of Portland will be done to secure from the next session of Congress an item in the sundry civil appropriation bill sufficient for completion of the work on the Columbia River Bar under the plans that have been submitted by Government engineers for completion of the south jetty. At the same time the necessity as a part of the important work for correspondingly greater depth in the river channel from Portland to the se will last at lost sight of, and at the same time that phase of the question will come under consideration and action.

Necessity for Action.

Theodore B. Wilcox, who has labored improvements, and whose faith has never in shaken that the result desired is within reach, points the necessity for action from this time forward. Talking has been done about what ought to be done. and Mr. Wilcox and some others have been exerting themselves in work to bring about the results that have been talked shout, but now it is presented squarely to the people of Portland as a duty for them to perform, if it is desired that the traffic of the Hill railroads is to flow through Portland to the Orient, islands of the Pacific and ports of the world, carried by the fleets of the Hill steamship companies, and other of the largest ocean carriers. The Portland commercial bodies have

given unqualified support in expressions contained in resolutions in the past, and ow, when it is imperative that action be suited to the conviction voiced, they will certainly be found alert and ready for strong personal work of their member-

Burning Question for Portland.

"It is the burning question that Portland and the Northwest must decide," said Theodore B. Wilcox, last evening. "It is generally admitted that the best type of vessel for the Oriental trade must draw from 26 to 27 feet when loaded, and, while the channel of the river between Portland and Astoria today admits the passage of any draft vessel that can safely pass over the bar-drawing, approximately, 24 feeta deeper bar and larger steamers will require a deeper river. A plan for the pernanent improvement of the river between Portland and Astoria has been adopted by the Government, the cost of which is estimated at \$2,500,000; but a small part of this expended in dredging would improve the river in keeping with an improved bar, but a much larger sum should be expended for permanent and controlling works. The completion of the channel to the sea and over the bar will not only seto us the benefits of the present railway lines, but will prove our strongest invitation to other transcontinental lines which will be built into the Northwest during the next few years, and no delay should be permitted.

Admits of No Delay.

"It is for the people of Portland to say whether or not the traffic that is hauled down the north bank from the Hill railroads shall be loaded into ships here or go elsewhere. There must be no delay in accomplishing the additional work to secure the necessary depth of water, and if it is not done great loss will occur to what has previously been done."

"I think everybody concedes that continued work is necessary to save what we have already done at the mouth of the Columbia River," said William. D. Wheelwright, president of the Chamber of Commerce, that evening. "I have no definite plan outlined, but the Chamber of Commerce has always been active in the matter and will now do whatever seems best in the matter. Our Senator will, of course. do all he can and we are now making inoulry as to what we can do to assist him and also making inquiries of Chairman Burton, of the House committee. If it considered necessary or would prove beneficial we should send a committee to Washington. Mr. Burton knows the necessity of the case as well as any one and is as desirous of seeing a deep channel given hearty applause,

"An appropriation should be made not only for the jetty but for deepening the river from Portland to Astoria, which I see has been planned by the Government at an estimated expense of \$2,500,000, extending, I suppose, over quite a period

"There is now a depth of water on the bar of say 24 feet minimum and 25 feet maximum, compared with 24 to 25 feet in the river channel, and if we are going to get 32 feet at low water on the bar by means of the jetty we should certainly

"I am not familiar enough with the situation to express an opinion as to the practicability of making the river channel as deep as that at an expense the It will be very expensive. I am not aware what depth the United States engineers expect to accomplish at a cost of \$2,500,000."

Heney Compares Galveston.

F. J. Heney, United States District Atorney, who has had an opportunity to observe the work done by the Government at Galveston and at Aransas Pass, Texas, is of the opinion that when the south jetty is completed the problem of deep water on the bar will have been solved permanently.

"I have no scientific knowledge of the speak as an authority, but in my judgment the matter will be solved so far as length and five miles apart, and the channel is next to one of these, the other flect the ocean currents so that the river discharges its water at the end of the ance the deposits are held in solution until the greater depths are reached, and distribute it where it cannot do any

Effective at Balbon.

"Major Ripley, of the Government en neers' who inspected the Galveston jetties, told me that the second jetty is of field again. no value. Professor Lewis M. Haupt, of Philadelphia, who advocates the double ally to direct the search west of Green concave jetty, the type now being built Lake. Deputy McKinnon, who had folat Aransas Pass, likewise contends that lowed the trail all day, with Deputy Livesthe dovale jetty is a mistake and unnec- ly and Railroad Detectives Webb and essary expense. The jetty at Aransas Ryan, worked north of the lake. Pass : a detached double concave plan, deputies under the two commands threw similar to one at Balboa, Spain, that has out a skirmish line that was expected to

annel open." north of the city and in which the "Loonbermen of Oregon are generally peradoes are believed to be hiding . favorable to doing whatever lies within their power to assist in hastening to early completion the jetty work and have the work of deepening the river started and prosecuted to completion," said from exposure. Last night a very heavy incessantly in behalf of the river and bar Phillip Buehner, president of the Oregon A day or two more of such terrosures great importance is fully appreciated by the lumbermen and while no action has been gaken in regard to the matter, it will be taken up at the regular monthly meeting of the association, October 20. Through the lumber trade the membership of the association should be able to render some valuable assistance, and its members are deeply concerned in the

Important to Northwest.

people of Portland." said W. B. Ayer, "but to the people of the entire Northwest, and the lumbermen are very earnestly interested in the deepening of the river and freedom of the bar from obstructions to shipping. There has been no concerted action taken by the lumber action would be of assistance in bringing about the desired result I think lumbermen will be found active. It is a question in which we are all very much concerned and want to do within our power to secure the necessary appropriation from the Government that the jetty work may be hastened to completion."

an open Columbia River to the sea, as well us to the interior."

BLANCHE BATES MAKES HIT

Plays Title Role in Belasco's New Play at Pittsburg.

PITTSBURG, Oct. 3.-The Belasco Theater was crowded to the doors tonight by an appreciative audience to witness the first production of "The Girl of the Golden West." David Belasco's latest drama. The play is in four acts, and deals with the people of early California. Much the is new and novel with realism carried the drama throughout. The climaxes are vivid. Miss Blanche Bates in the leading vivid. Miss Siminon Bates in the seading role, "the Girl," availed herself of every opportunity afforded her for the display of her emotional powers, and from her entrance to the drop of the curtain was

have 28 feet in the river.

question," said Mr. Heney, "and annot the bar is concerned when the south jetty is completed. At Galveston two jetties were built, each seven miles in having been of no value whatever. The theory of jetty construction is that ocean currents moving at right angles with the current of the stream offer resistance creating the swirling motion that stops the free and uninterrupted flow out into night, to the district lying north of Bothdeeper water of the sea. When the flow ell, in which Harry Tracy, the Oregon is interrupted the sand and sediment is outlaw, lay hidden 31/2 years ago. Along deposited. Jettles are constructed to dejetty, moving in the same direction as the deflected current, and without resistwhere other currents take up the sands

movement."

interests, but when it is known what

Governor Chamberlain's Bellef. Governor Chamberlain believes there will be little difficulty met in Congress if the members can be made acquainted with ress has been traced from the hold-up the importance of Western commerce, and he believes that an enormous amount of good has been accomplished in that direction by the visits of Eastern the city again. After tracing the fugipeople to the Lewis and Clark Exposition and the meeting of annual conventions of the Trans-Mississippi Commercial Con. off gangs trying to enter the city. gress and the National Irrigation Congress at Portland this year. "If the people of the country at large, and members of Con. early Monday morning and driven to the gress in particular, can be impressed with scene of the hold-up, it is believed the the importance of Pacific Coast commerce and its relations to the business conditions of the interior a great deal will have been done toward securing prompt action by Congress. It is of such tremendous consequence to Oregon that the matter be carried to successful lasue that in my judgment united action of the people of the entire state should be obtained with little effort. In fact, it should come apontaneously, and the people of the whole interior country tributary to the Columbia and the Snake River have equal interest with Portland in having

TAKE THE TRAI

Great Northern Offers Big Reward for the Capture of the Highwaymen.

POSSES BEAT THE BRUSH

In the Dense Woods Near Bothell It Is Believed the Three Trainrobbers Have Taken Their Refuge.

REWARD FOR BANDITS.

The Great Northern has offered a reward of \$5000 for the capture the men who held up the Great Northoverland train near Ballard, Wash., Monday night, and an additional reward of \$500 for every con-

SEATTLE, Wash., Oct. 2.-(Special.)-Sheriffs' posses have tracked the three men who held up the Great Northern verland train, just outside Ballard last the same roads that were guarded in the hunt for Tracy lie deputy Sheriffs in wait for the bandits, whom they believe will attempt to enter the town from that direction.

The trail of the fleeing bandits was plain, once the officers caught it, for turned toward the city, and it was unmistakable that the men were seeking to re-enter Seattle. The pursuing posses beat the brush half of last night and most of today before the men were called in for a short rest, then hurried into the

Tonight Sheriff Smith went out personcen arcetive for 100 year year spling a cover the vast stretch of underbrush north of the city and in which the dec-

Suffering From Exposure.

If the bandits have been in the open since the robbery they must be suffering A day or two more of such ild undoubtedly demoralize the gang. Deputy Sheriff Bob Hedges has been called in from Ravensdale with his three Texan bloodhounds. The hounds are held at the county jail tonight, but they will be put on the scent tomorrow. Officers have found some of the cast-off clothing worn by the bandits which will give the dogs the scent they want.

Pinkerton detectives who have working in the country near the scene of the hold-up, came in this evening. Although the county officers believe the men are attempting to enter the city. they hold the highwaymen are still somewhere in the brush. The Pinkertons have not dropped the boat theory entirely, but

like the wood story better. Posses on the Right Trail.

That the three men the posses seek are the ones who held up the train is known pretty positively. The party of men ficeing in a launch reported by fishermen have been accounted for. That was a party under J. P. Todd, returning to the San Juan Fish Company . dock from the Lower Sound. No other party was seen on the water.

The three men in the brush were driven away from a boat they attempted to steal just after the hold-up and fled to the private road, where they had concealed a horse and wagon. Their progalong private and county roads to the point where they abandoned their rig. thence to Bitter Lake, and then toward tives that far the posses started from

the city in directions most likely to head From the fact that the bandits had stolen the rig from Kent some time men are as familiar with the country about Seattle as their pursuers. A stranger could not escape easily from the Bothcountry; if the bandits are familiar with the country they might clude their pursuers.

WOMAN URGES A RESCUE.

Tries to Force Guns in the Hands of Unwilling Fishermen.

SEATTLE, Wash., Oct. 3 -- (Special.) -The central figure in last night's hold-up of the Great Northern overland must be a woman-Mrs. R. Medley, cook in a fishing-camp 200 yards south of the spot where the train was halted and the express safe looted, Mrs. Medley was on duty when the first shots were fired; eight fishermen, employes of a nearby trap, were sleeping in their bunks.

When the sound rang out Mrs. Med ley ran to the door and saw the Frair halted a quarter of a mile distant. Sho realized at once that a hold-up was being attempted and hurried for three shotguns. She loaded them and then called the fishing crew, pressing the guns into the hands of the men "Now run," she cried, "and help that

Not a man stirred. "Aren't you going?" she implored.
One of the men was ready to start
then a new fusiliade of shots came and the panic-stricken fishermen dart ed inside the door of the bunkhouse. Mrs. Medley was angry and she cried to the cowering bunch of fishermen:
"isn't there a man among you? Isn't there one who will follow me? There may be a lot of folks getting murjered and you are going to stand here she seized a gun med tried to lead the eight fishermen but they cowered before her and accepted the tongue-lashing she gave as a bit of merited

rebuke. But not one stirred. Then Mrs. Medley quit in disgust.

north as the fishing-camp was on the south, stood for a time in his doorway watching the hold-up, but when the fu-sillade of shots came he darfed indoors But he stayed long enough to justify this natement today:
"Ay tank ay know vat dey say. A

the latter referring to the com-

Rancher McCoombs, whose ranch was just above the scene, attempted to inform the Baliard police of the hold-up about 9:50, half an abur before the highwaymen burst open the mafe. Bull the police understood him to be a Great Northern employe, instead of a rancher pear the tracks of that near the tracks of that road, and when it was discovered there was no McCoombs on the payroll, discredited the story. Three hours were lost wait-ing for an official report of the hold-up before posses were organized and sent to the scene.

SEEN BY BALLARD RESIDENTS

Three Men Supposed to Have Taken Part in the Robbery.

SEATTLE, Wash., Oct. 1 -- (Special.)-Two business men of Ballard late tonight gave to Sheriff Smith a description that men implicated in yesterday's affair. They reported that at noon yesterday they were stopped on the road near the scene of the hold-up by three men, one of medium build and about 40 years of age, wearing a heavy black beard, the others smoothfaced young men of from 28 to 20 years. They asked the way to the railroad tracks and, after being directed, made their way into the brush,

ane man with the beard wore about his shoulders a gunnysack. The sack was found today among the things in the discarded rig, three miles from the scene. The men were seen again last evening by the same Ballard residents. At the time miles along the county roads. Then it they were sitting on the sand at the scene turned toward the city, and it was unmistakable that the men were seeking ran hurriedly into the brush when a local train from Everett to Seattle came into

The Great Northern sent out a telegram today from Everett to the effect that the total loss by last night's robbery was 1196, but there are persistent rumors to the control of the total total that the sum was vastly in affoat tonight that the sum was vastly in

One Clew to the Bandits.

SEATTLE, Wash, Qct. 3.—The one clew to the bandits who last night robbed the Great Northern eastbound overland train near Ballard, upon which pincers have to (Conciuded on Page 3.)

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George Atness, a Swede employed at the brickyard of the Great Northern Clay Company, about as far to the sions Can Supply the sions Can Supply the Whole Nation.

With All Available Land Planted. Islands Could Only Replace a Fraction of the Vast Production of Brazil.

OREGONIAN NEWS BUREAU, Washington, Oct. 3,-Porto Rico, Hawaii and the Philippines will never be able to crowd Brazil and other foreign competitors out of the American coffee market, notwithstanding the fond hopes of those high-protection statesmen who would impose an import duty of 5 cents a pound on coffee for the dual purpose of raising revenue to wipe out the Treasury deficit and building up an enormous coffee trade over six months; at the end of the year may lead to the capture of three of the in our insular possessions. Just at a it would leave a great surplus, for, on the time when several Congressmen are agi- basis of last year's imports, a 5-cent tating a coffee tax the Department of coffee tax would yield an annual revenue Commerce and Labor issues an exhaustive builetin on the coffee trade of the world, which will do a great deal to head them off. This bulletin pretty thoroughly demonstrates that the insular possessions will never be able to supply the American demand for coffee, for two reasons: The islands cannot produce coffee as cheaply as Brazil, nor have they the available acreage necessary to supply the American

market. The statistics prepared by the departent are intensely interesting in their bearing on the present coffee-tax proposition. It is shown that during the year ending June 30, 1906, the United States imported 1,047,792,984 pounds of coffee, and of this great total \$19,009,511 pounds came from Brazil. The combined coffee output of Porto Rico, Hawaii and the Philippines in the previous year (the last for which is doubtful if a more unjustifiable tax spoiled by water. The loss to the owner statistics are available) was not quite 18,669,660 pounds, less than 2 per cent. This is a very small basis upon which the man in the country; it would come out of insular coffee trade must build to proportions which will meet the demand in the

United States.

Islands Can't Supply Markets. Coffee-growing is not a new industry in our insular possessions; it has been prac-ticed for many years; it has been developing for decades, and some idea can now be formed of the extent to which it can spread before it reaches its physical limitations. And it is the opinion of experts who have studied the problem in Porto Rico, as well as in the islands of the Pacific, that they can never begin to produce all the coffee required to meet the rapidly expanding demand of the American market. The limitations of the letands are well known; their acreage available for coffee-grewing has been estimated and there is nothing like sufficient opportunity to produce over 1,000,000,000 pounds of coffee a year. On the contrary, the islands will be exceedingly prosperous if they ever see the day when their combined coffee output reaches 100,000,000 pounds There never has been such a day, nor

anything like it. Last year Porto Rico exported 16,849,725 pounds of coffee; the year previous its ex. port amounted to 33,767,460 pounds, but out of this total amount only 2,868,758 pounds found their way to United States markets. The time was when Porto Rico produced much more coffee than it has done lately. Its banner year was 1896, when the total product was 58,655,127 pounds. Since then the price has fallen; the coffee plantations of the island suffered by the hurricane which swept the island in 1899, and have not yet recovered, and other obstacles have arisen in the path of the coffee-grower. The time will come when they will again produce 60,009,000 pounds each year; they may eventually produce much more, but it will be many years hence, for coffee will not grow all over the island; it requires a peculiar climate

and soil. Good, but Little of It.

According to experts, the Porto Rican coffee is of a fine grade, and will rank with the best of the world; when it becomes better known, it is believed that the papers on both sides will be laid bepractically the entire product of the island will be sold in the United States, and at top prices. But as yet Porto Rican coffee has not secured a foothold in pointments are apt to be hung up for our markets, and Americans are doing little to aid in the expansion of the industry. But as for Porto Rican coffee ever taking any great prominence, note this statement of General George W. Davis, former Military Governor of the island, before the House committee on insular affairs:

"Last year the Porto Rican crop was only about 80,000 bags out of a world's crop of 500,000,000 bags, hence Porto Rican October 12. coffee has hardly a regular quotation in the world's markets. The cultivation of it could be greatly extended, but whether it would pay to do so would depend mainly on the Brazilian competition. As long as Brazil can supply 70 per cent of the world's consumption of coffee and sell it in New York at 5 cents a pound, as they are doing now, Porto Ricans cannot com pete, unless they can have labor not more expensive than it is now. The price of labor in Brazil ranges from 10 to 15 and 30 cents a day, and the Porto Ricans pay 20 to 30 cents. If trade conditions should change, if the Porto Rican laborer should get 50 cents a day, I am afraid the coffee culture would go under, unless the grade of coffee should become well known and the people of the world were willing to one of the most voluminous ever pay accordingly. If Porto Rican coffee could be as well known and as well liked in Porto Rico, the whole crop of the in land could be absorbed, you might say, in the city of New York alone, at a price equal to that paid for Mocha and Java.

to have about reached its limit. The largest crop recorded was that of 1903. nearly 3,000,000 pounds, of which 1,852,162 pounds were shipped to the United States. The coffee trade of the Philippines has nearly died out, because of the prevalence of pests and diseases which infect the coffee plants and make coffee-growing un-

profitable. Back in 1884 the Philippines produced their largest coffee crop, about 15,000,000 pounds; last year the crop was a little more than 2000 pounds. It is apparent, therefore, that the greatest development in insular coffee trade

is to be expected in Porto Rico, and yet it is the opinion of General Davis that Porto Rico, under the most favorable circumstances, would just about supply the needs of New York City. This is practical demonstration of what could be expected from an import duty on foreign coffee, so far as protection is concerned. It is to be borne in mind that the coffee of Hawail, like that of Porto Rico, is high grade, of fine flavor and commands a good price; it would never come in com petition with the cheap coffees from Bra-

zil. Therefore it would appear that there is little need of a tariff wall against the cheap coffees, which constitute the bulk of sales in the United States. A duty of 5 cents a pound would be a direct tax of that much on poor families, who are forced to buy coffee where they can get it cheapest. The average coffee-drinker would never use Porto Rican or Hawiian coffee-dicts too expensive.

Would Tax Poor Man.

to be said for the arguments of the men who advocate a coffee tax to meet the Treasury deficit; a tax of 5 cents a pound on foreign coffee would wipe out the present deficit in a little of over \$50,000,000.

But it is shown by the Government figures that the great bulk of imported coffee is of the cheap grade; it is the coffee of the poor man, and the tax of 5 cents a pound to raise even more revenue than is needed would be borne largely by the class which can least afford to pay it. A 5-cent import tax would certainly raise the price of coffee just that much; the Brazilian producer could not deduct 5 cents from the cost, for he sells it in New York today for 5 cents a pound; therefore the import tax would have to be added to the cost of the coffee in the retail market, and the consumer would have to pay it.

Cut Off Steel Trust Protection.

The more the coffee tax problem is studied the more iniquitous it becomes. It scientious lawmakers, anxious to wipe \$51,500. out a deficit in the Treasury, advocate a tax on coffee which will oppress the people, while they wink at the steel trust, safely intrenched behind a high tariff wall that affords it unnecessary protection, which permits it to sell its product cheaper abroad than at home, a tariff tariff on steel alone, if sensibly adjusted, that the docks on the river front were would yield ample revenue to wipe out saved. the deficit and would do it in a way that would not oppress a single American citi- owing to the amount of paint and oil in zen. But no, the high protectionists, the the Timms, Cress & Co., store, and the standpatters, want to tax coffee and let New Era Paint & Varnish Works. The ateel continue to enjoy the benefits of the fire spread through the basement of the vicious Dingley rate.

No Hurry to Appoint Judge and

Roseburg Land Officers. OREGONIAN NEWS BUREAU, Wash, ington, Oct. 3.-It now looks as though there would be no Federal appointments in Oregon, aside from Postmasters, until after Congress assembles in December, Senator Fulton, after another conference with the President today left for home. Notwithstanding both Attorney-General Moody and Secretary Hitchcock attended today's Cabinet meeting, no decision was reached as to the vacant Judgeship or the vacant Land Office positions at Roseburg. Apparently the President is not satisfied in his own mind as to what selection should be made for Judge and is unusually cautious because of the condition of affairs in Oregon at this time. He has not had an opportunity to talk over this matter with the Attorney General, and as the department appears to be in no haste to have the Judgeship filled, the property and the building which were President may let the case rest until

The same is true of the Roseburg Land Office. Mr. Hitchcock and Mr. Fulton are deadlocked over G. R. Hegardt, whom the Senator recommends for Receiver, and although he paid only \$15,000 for the propfore the President, If the President should decide to appoint Hegardt, he may act in the near future, otherwise these aptwo months or more.

Heyburn Leaves His Bed.

OREGONIAN NEWS BUREAU, Washington, Oct. 3.—Senator Heyburn continues to improve and will probably leave his bed tomorrow for the first time since he was stricken. Mrs. Heyburn is ex-pected here next Saturday and will re-main several days. The Senator expects to leave with her for home

OREGONIAN NEWS BUREAU, Washington, Oct. 3.—Rural free delivery route No. 1 has been ordered established De-cember 1 at Pomeroy, Garfield County. Washington, serving 400 people and 110

New Rural Route at Pomeroy.

Mrs. Chadwick's Appeal Argued. CINCINNATI, Oct. 3.-The petition for a writ of error for Mrs. Cassie L. Chadwick, charged with bank-wrecking and convicted at Cleveland, of conspiracy to defraud, was at the head of the calendar of the United States Cir cult Court of Appeals, which opened here today. The record of the case is

Did Not Fight Duel to Death.

brought to this court.

MADRID, Oct 2.-Dispatches from Barcelons deny a report that a duel was fought there by General Lopez Diaz and equal to that paid for Mocha and Java. General Ments, in which the former was the poet and member of the French Coffee production in Hawali is conceded said to have been killed.

FIRE BURNS OUT AN ENTIRE BLOCK

the River Front Wholesale District.

Flames Destroy Buildings in

LOSS IS MANY THOUSANDS

By Quick Work the Fireboat Saves the Docks From Destruction and Much Propererty as Well.

******************* TIRE LOSSES AND INSURANCE. Loss. er of buildings in burneti district, and proprietor of Charles H. Lilly Grain & \$35,000 \$30,000 15,000 T,500 14,000 14,000 20,000 Partial portation Co., A. B. Graham, manager... meph Kellogg Trans-portation Co..... 400 200 Total \$84,000 \$31,500 b------

An entire block in the wholesale district bounded by Taylor and Salmon streets and Front street and the river was destroyed by fire at 7:40 o'clock last Although it is not definitely night. known, the fire is supposed to have caught from a pile of oiled waste in the basement of the New Era Paint & Varnish Works, which caught from spon taneous combustion. Every building in the block was ruined and the property that was not wholly destroyed by fire was could be levied. It is a tax that would of the buildings and the proprietors of the come out of the pockets of nearly every wholesale stores and the transportation companies will aggregate \$85,000. The loss every home. And yet, apparently con- is covered by insurance amounting to

Fireboat Saves Docks.

The first alarm turned in brought only a few engines to the scene, and even before these had arrived the flames had practically enveloped the entire block. A second alarm was sounded and the whole fire department was called out. The firewhich, because of its height, returns pract boat George H. Williams responded to the tically no revenue to the Treasury. This first alarm and it was through its efforts

A great impetus was given the flames buildings before it attacked the upper parts of the structures, and dense masses DEADLOCK STILL UNBROKEN of black smoke which relied into the streets and through the roofs made it hard for the firemen.

Steamers Escape Damage.

The river steamers Pomona and Altons, belonging to the Oregon City Transportsion Company, which were tied to the docks when the fire broke out, were moved out into the river and escaped damage. As soon as the steamers were got out of the way the fireboat moved in, and with two turret streams and four line streams working, saved the docks of the Joseph Kellogg Transportation Company and of the Oregon City Transportation Company. A large quantity of baled hay and shingles belonging to the two companies and to Charles H. Lilly were only slightly damaged by water and fire. The estimated loss to the goods on the dock

will not be more than \$600.

Heaviest Loser by Fire. The heaviest loser by the conflagration is Charles H. Lilly. Mr. Lilly bought the consumed last night for \$75,000 July 1. He considers that the loss to his buildings will amount to \$20,000, while the loss to his grain and seed store will be \$15,000, including stock. He said last night that erty and buildings he considered that the amount was only about half of the real

value The New Era Paint & Varnish Company, of which A. W. Martin is the head. valued its stock at \$15,000, and half that amount will be covered by insurance. Timms, Cress & Co., adjoining that of the other paint company, lost stock in the fire which is valued at about \$14,000.

The stock is fully covered by insurance. W. C. Holman Suffers Severely.

W. C. Holman, who is proprietor of the building in which agricultural implements and vehicles were kept, was unable to give any definite statement of his losses or of the amount of insurance he carried A few buggles and farm implements were saved, but the great part of his stock is totally destroyed. "I am too sick to talk of either loss or insurance tonight," said Mr. Holman at the fire. "I saved a ledger and an account book and that is all that I have to show for my business. All I had was in that business; and at this time I am in no condition to talk." A bookkeep er employed in the establishment said that he thought the loss would amount to about \$20,000, and that Mr. Holman car-

ried some insurance. Every building that burned was built of wooden material and after the flames obtained a good start there was nothing to stop the fire. Several horses stabled in the basement of the grain and seed store were saved by citizens and firemen before the flames got to them.

Jose M. de Heredla, French Poet. PARIS, Oct. 3 .- Jose Maria de Heredia. Academy, is dead.