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Lipman, Wolfe & Co

A remarkable purchase by our suit-buyer  
in New York of Ladies'

PONGEE SILK  
SHIRTWAIST SUITS

Real value \$17.50 to \$27.50  
On sale tomorrow at \$9.95

FINAL CLEAN-UP OF  
WASH GOODS

3000 yards of madras, dimity, batiste, fig-  
ured lawn, fancy white goods, novelty  
zephyrs; this season's styles and designs  
and colorings; regular price 15c to 60c yard... 5c yd

This extraordinary price is made to effect  
a speedy clearance. No goods will be exchanged,  
none sent on approval.

A BIG SHIPMENT OF LADIES'  
BLACK LACE

LISLE HOSIERY

Extra quality, newest de-  
signs. On sale tomorrow 35c pr

WALKING SKIRTS

The balance of our \$6.50 Melton Walking  
Skirts in blue, brown and oxford; this  
season's most approved style and fin-  
ish. Will be closed out \$3.95  
at.....

LADIES'  
HANDKERCHIEFS

1200 ladies' plain white hemstitched hand-  
kerchiefs, 1-4 inch hem. 6 for 50c  
Special.....

LEATHER GOODS  
BARGAINS

The balance of our ladies' leather belts  
will be closed out tomorrow as follows:

35c belts at ..... 13c  
50c belts at ..... 23c  
75c belts at ..... 39c  
\$1.00 belts at ..... 49c

STILL FOR THE PARK

Colonel Hawkins Criticises  
Street Railroads.

THEY'RE BLUFFING, HE SAYS

Figures Given by Them for Building  
to the City Park He Declares Are  
Preposterous, and He Tells  
Why He Thinks So.

"It's all a bluff—a case of fall wag dog. The street railway companies have made a stuffed bogie in order to scare out the City Park fair site and block the game." This was the declaration yesterday of

beautiful lake. This lake has been the scavenger bed of the city for years. It abounds in rich odors, and is a great harbor for rats and other vermin. Mosquitoes float on its green surface in Summer time, also sundry illa distempers and disorders. "It is said we can dam the outlet of the lake, pump water into it, cover the mud flats and fill the plague spots with fresh water. As if this were possible! Why, all the pumps on the Pacific Coast could not keep that lake above the surface of the river. We could expend all of our \$50,000 fund trying to keep the water up, and still the level of the lake would fall with that of the river and show up mud flats. All the water we could pump in would only leak out underground into the river. The bottom of the lake is loose gravel and mud, in which there is perfect seepage. The railroad embankment is composed of slabs and slaves, and would leak water like a sieve. "In order to retain the water in Guild's Lake, we should have to sink a dike all around it down to hard clay. Just think of the expense! And where do you think we should get off at? How much of our \$50,000 would be left for the fair? "We don't have to achieve great engineering feats in getting a site. We don't have to monkey with risks when we can get safe sites anywhere else. "In last Sunday's Oregonian an anonymous wag proposes Multnomah Field and

WAITING FOR WHEAT

Salem Flouring Mills Unable  
to Obtain the Grain.

ARE OPERATED ON SHORT RUNS

Farmers Find Dairying and Diver-  
sified Crops More Profitable Than  
the Cultivation of Wheat, and  
Cease to Grow for Export.

SALEM, Aug. 9.—(Special.)—When it is said that 10 or 15 years ago the farmers hauled 400,000 bushels of wheat into Salem every year, but last year the buyers here could get only 4,000 bushels, some infer-

changes will be more gradual. Prior to the time when the Southern Pacific took up the task of encouraging dairying, the farmers were neglecting their cows, leaving them to pick their feed in pastures. There was no market for country butter. But with the advent of the creature, butter was put into shape for shipment. Large quantities were shipped out of the country, the price advanced when the local demand was relieved, and dairying became profitable. Farmers immediately began taking care of their cows. The wheat fields were reduced to make room for oats and clover, root crops and vetches. Cows were fed with view to producing a heavy yield of milk. Thus the demand for feed increased very rapidly, though the number of cows in the country had varied but little. Building up dairy herds is a work that takes time, especially when the price of beef cattle leads farmers to sell cows that might be used for breeding purposes. It is therefore apparent that the increase of hay and pasture acreage will hereafter be slow and in proportion with the development of the dairy industry. Why Oats Supplanted Wheat. The reason for the change from wheat to oats is evident. The average price of oats for the last 12 months, according to an estimate of D. A. White, of Brewster & White, has been 22 cents, or 1 cent a pound. The average price of wheat has

TERMS FOR CABLE

Conditions Pacific-Orient Line  
Must Meet.

MEMORANDUM OF ROOSEVELT

While Requirements Are Stringent,  
It Is Believed the Applicants for  
the Franchise Will Accept Them  
and Begin Work at Once.

OYSTER BAY, N. Y., Aug. 9.—President Roosevelt today made public the full text of the conditions under which he will approve of the plan to lay a submarine cable in the Pacific to connect the United States with its Pacific Oriental possessions. The subjoined memorandum clearly states the position of the President. To the conditions which he formulated for the Pacific Commercial Cable Company, or any other similar organization, must accede before President Roosevelt will stamp the project with his approval. The memorandum is not a contract. It simply defines a situation in which the President will consent to the laying of the cable. It is quite probable that an act of Congress ratifying the conditions imposed will be necessary, but that is another story. Thus far, the only proposition of a responsible and definite character that has been made to the Government to lay a Pacific cable has come from the Pacific Commercial Cable Company. That this proposition made by Thomas F. Clark, on behalf of the company, was not born entirely of a philanthropic desire to aid the Government is pretty clearly indicated by the following letter of Attorney-General Knox to the President: "Marlborough House, Atlantic City, N. J., Aug. 3, 1902.—To the President: "I herewith return, as per your direction, letter of Thomas F. Clark, dated July 23, addressed to the Secretary of State, and by him transmitted to you, and by you to me, with direction that answer be given in reply. The answer to this letter is that the interests of the Government, in respect to the matters referred to therein, have been carefully considered and safeguarded. I inclose for your information a copy of the conditions upon which you were willing to consent to the laying of the Pacific cable. Mr. Clark's letter seems predicated upon the theory that the Government did not understand the full situation. You will observe that the conditions you have approved go much further than Mr. Clark's suggestion for the protection of the interests of the United States, and the commercial interests of its people as well. "Very respectfully, P. C. KNOX.

DIGNITARIES WHO TOOK PROMINENT PART IN CORONATION CEREMONIES.



ARCHBISHOP OF CANTERBURY,  
Who Crowned the King.

DUKE OF NORFOLK,  
Manager of Coronation Ceremonies.

ARCHBISHOP OF YORK,  
Who Crowned the Queen.

DUCHESS OF BUCCLEUGH,  
Mistress of the Robes.

L. L. Hawkins. "There are 15 strong men on the Lewis and Clark board," he went on. "They have been bluffing, or at least partly so, by the car companies, who say they would not extend their lines to the City Park site because extension would cost \$46,000, exclusive of right of way. Think of \$46,000 for two miles of track! That's \$23,000 a mile! Did anybody ever hear of the like?"

"Why, it's preposterous—it's absurd! It's a case of fall wag dog. The fair should have the car lines, not the car companies. The Lewis and Clark board should stand up and say to the car men, 'Gentlemen, we will choose this fair site ourselves.'"

"Mr. Swigert, of the City & Suburban Company, and Mr. Fuller, of the Portland Railway Company, were invited to say whether they would extend their lines. They preferred to have the fair at some other place which it would cost them nothing to reach. Therefore, they said they did not like the City Park, or words to that effect, and everybody flocked off like a band of sheep down to Guild's Lake. "Let me say right here that I speak in entire good humor. I impeach nobody's motives. But I desire to call the attention of the public to the absurdity of the position of the car companies. I do it without reference as to whether the City Park is a good site or not.

Board Should Investigate. "The Lewis and Clark board has accepted the report of the street-car engineers apparently as final. It seems to me that what these engineers have reported as to grade and probable cost is just right. But why should the board engage engineers of its own? Why should it run the risk of the car companies not being bisected?"

"We are told that a route from Jefferson street would cost \$200,000 at a maximum grade of between 4% and 5 per cent. The route from Washington street would cost \$200,000, at a maximum grade of 10 per cent, but I have been told on unimpeachable authority that the steepest grade would not be more than 7 per cent. Did anybody ever hear of a railroad that cost \$200,000 a mile to build? Why, the money the companies estimate, or rather allege, the extensions would cost, would pave the routes with gold. The companies have laid themselves open to discredit if not ridicule. "The only argument that seemed to hold water against the City Park was this seemingly impervious one of transportation. But what does the argument look like when it has such a discreditable puncture in it as this? I say it looks like 30 cents. And everybody who knows about railroad building estimates its value at the same fraction of a dollar.

Who Are the Financiers? "Why, \$46,000, under the most adverse conditions, would build and equip 22 miles of road a mile. But do we want 22 miles, or only two? The Hillsboro electric line is building a road over the hills back of the city. Will that road cost \$23,000 a mile? If so, and if its promoters calculate a return on the investment, why cannot the other companies perform the same feat? What kind of financiers have our two street-car companies, anyhow? Do they need brain food, or do they want the fair to be at a place to which it will not cost them anything to extend their roads?"

"I say, with all due respect to the Lewis and Clark board, its members should choose the site. If they wish to choose it, they should have estimates of their own. Otherwise they must seek what- ever the car companies tell them and go to whatever site the companies pick out. "I believe the board has sufficient standing to say to the companies, 'Here is the site for the fair, and here the fair will be. We are not going to build up to you, but you will have to build up to us.' "In the Eastern cities they do not stop for grades. When the grade is too heavy for the power of the car, they run the car on an elevator, and pull car, passengers, carriage and all up any kind of a steep incline. And they don't get tired at it, either. Do we get tired before we begin?"

"I believe it is easy to lift people up to the City Park site and to lift up any number of them. If the car companies will not build up to it, well and good; we can devise more popular ways of lifting the public. But the companies will build. And if they plan to expend \$23,000 a mile they will have more money when they are done than they know what to do with. "Now, as to the Willamette Heights site. The great charm of this site is the

Exposition building as a site. His suggestion was more sensible than he imagined. Next to the City Park, it is the best location offered. Just think about it. It is in the heart of the city. It is touched by all the street-car lines. It has plenty of area, it has plenty of water, for Canyon Creek flows underneath and any number of wells could be sunk. It has beautiful hills enveloping it, which could be made into banks for lagoons. Hawthorne Park, of course, has the same advantages, but it is not near enough the fair. The Lewis and Clark board should think of it. "As one advocate of the City Park, I am glad sentiment has had a chance to troop off to Guild's Lake. It has shown that objections can be raised against any site that is offered. We can troop off to any site and find disadvantages. If we should go over to Hawthorne Park we should find them also, although many good people deny it."

PRINCE CHEN ARRIVES.

New Chinese Minister to United States Accompanies Him.

NEW YORK, Aug. 9.—Prince Chen, who was to have represented the Chinese Imperial Government at the coronation of King Edward, when that event was expected to take place in June, arrived here today by the steamship St. Paul from Southampton. The Prince was accompanied by a numerous suite, and by Sir Liang Chen Tung, who is to succeed Wu Ting Fang as Minister to this country next January. The distinguished Chinese were met at quarantine by Assistant Secretary of State Pierce, representing this Government; Wu Ting Fang, James B. Reynolds, private secretary to the President; the Chinese Consul and the Vice-Consul. The Prince greeted the receiving party heartily, and after the exchange of salutations he addressed the assembled newspaper men as follows: "Her August Majesty the Empress of China desires me to express her thanks to the American people for their kindly feeling toward us, and send her good wishes to all. My adding, 'Every American is my friend.' "Upon disembarking, Prince Chen and his party were driven to the Waldorf-Astoria. Monday the Prince will go to Oyster Bay. The invitation of President Roosevelt. His stay in this city is limited to three days.

Sir Liang Chen Tung said he was pleased beyond expression at his appointment as Minister to the United States. "I was satisfied they would send me to Paris," he added.

Drowned Man an Aftership Inventor.

NEW YORK, Aug. 9.—It is believed the body of the man found drowned in the sound near Mamaroneck Thursday with a satchel containing machinists' tools tied around the neck was that of Hugo Ringwell, of this city. Ringwell, who was a machinist, was about 30 years old, and a native of Switzerland. He was highly educated and spoke four or five languages. As an inventor he had perfected plans for an airship and had learned the machinists' trade in order that he might build the craft. His employer said Ringwell seemed to be in comfortable circumstances, but spoke little of his personal affairs, of which nothing is known. Before leaving his boarding-house in this city, the inventor destroyed all his drawings and models, and told the landlady to say he had gone to Germany.

Movement Profits by Riot.

NEW YORK, Aug. 9.—As a result of the riot at the funeral of Rabbi Joseph, a movement started several months ago for the organization of a Hebrew-American regiment in this city has received a new impetus. Four hundred members already have been secured.

Volcanic Activity Story Denied.

WASHINGTON, Aug. 9.—Senator Calve, the Costa Rican Minister, has received a cablegram from the Secretary of State for Foreign Relations of his country, denying the accuracy of recent reports regarding volcanic activity in Costa Rica.

Convention Date Changed.

DENVER, Aug. 9.—Chairman Smith, of the Democratic committee, today announced a change in the date for the Democratic State Convention from September 1 to September 3, owing to difficulty in securing a hall for the former date.

Two years ago two large mills, one on North Mill Creek and the other on South Mill Creek, were in operation. The big brick mill, of which Salem was justly proud, had a daily capacity of 300 barrels. The other mill, destroyed by fire in 1899, had a capacity of 600 barrels. The two mills were operated the whole year round, with the exception of the few days when they were closed down for repairs. The brick mill is now as silent as the tomb, except when it is in use by the tax man, who uses a small part of one floor. The mill that was burned was replaced by a new mill with a capacity of 500 barrels per day, and last season's run was only 72,000 barrels. The new mill, formerly of Aumsville, erected a small custom mill last year and handled some 10,000 bushels of wheat, but could not get near all the grain that was raised in the county. The grain raisers were practically abandoned wheat-raising. Back from the river the change has not been so great, but in all sections there is a very noticeable drift from wheat to other branches of farming, which are believed to yield greater profits and more certain returns. Hop yards, prune orchards, hay fields and pastures have taken the places formerly occupied by grain fields. Wheat has also given way to oats, and though the local premium on wheat for home consumption is likely to keep the average nearly up to the present rate, the day of wheat-raising for export has almost passed in Marion County.

Good Quality of Wheat.

The first load of 1902 wheat was received in Salem the other day. In color, texture and weight it was up to the highest standard, and there is every reason to believe that the whole crop will be first-class. This, of course, was winter wheat. There have been reports to the effect that the hot weather injured spring wheat by shriveling it, but the story has not been confirmed. Local grain-buyers who have been watching the crop, and who have been out in the country the last few days, say that they see no reason yet to think that the conditions of the grain will be other than first-class. Threshers are now running in several fields near here, and soon the grain will be coming to market.

Medical Officer Reports Terrible State of Affairs on Transport.

MELBOURNE, Aug. 9.—Captain Shields, medical officer of the transport Drayton Grange, from South Africa, has made a report in which he says: "The overcrowding of the ship was shameful and scandalous, and without consideration for health or comfort. The air was poisonous and foul, and the decks were always wet, causing pleurisy and pneumonia. "Captain Shields adds that the supply of medicine on board was almost exhausted, and that the medical officer was directly responsible for the epidemic and deaths on board.

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Seizure of Judicial Functions.

NEW YORK, Aug. 9.—The Board of Classification of the United States Department of Justice has rendered a decision of great importance to all classes of importers. It relates to the jurisdiction of the board. It is held that the jurisdiction and authority of the board as laid down under the law is absolute and is not shared by the Treasury Department. For some time past it is said there has been a growing practice on the part of the Treasury Department to withdraw protests that come before the board, presumably to correct errors, and then never bringing the cases before the board again. Instead of that, the department would simply announce a ruling which would cover the case in question. The Board of Classification now holds in effect that such action amounts to an attempt on the part of the department to exercise judicial functions concurrently with the board, and that it is a usurpation of judicial functions wholly without warrant in the law.

Hackett Wins Westworth Cup.

WENTWORTH, Newcast., N. H., Aug. 9.—H. H. Hackett beat E. H. Leonard in the finals of the singles for the Wentworth cup 7-4, 7-5, 6-3, 11-4.

Not so much wheat land has been given up to hay this year as might be expected. This is accounted for in part by the general tendency toward the abandonment of the practice of summer fallowing. While many farmers still believe in letting the soil lie idle one season while it is cultivated, many are adopting the plan of rotating crops and putting in clover, corn, or potatoes, and thus the average of idle land is diminished. Back in the hills it is said that there is the usual amount of summer fallow this season, but in the region that has been reached the most by creamery routes other means of keeping up the productiveness of the soil are being pursued.

"The progress the dairying industry has made," says Mr. Reeves, of Bryant & Reeves, "has resulted in large quantities of wheat and oats being fed to hogs. The farmers are keeping poultry. Fruit-growers, hop-growers and many others do not raise wheat and must buy their chicken-feed. The amount of wheat that is hauled to Salem and sold to the dealer and by them retailed to people in the country, where it is fed to poultry and hogs, is by no means small. The man who wants wheat for chicken-feed will pay more for it than it will bring for milling purposes."

Diversified Farming.

All these observations show a strong drift toward diversified farming in this vicinity, and though each individual producer may give his chief attention to one commodity, the effect in the aggregate is to give the community the advantage of a condition which makes a complete crop failure impossible.

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"The memorandum of the conditions imposed by the Executive was as follows: "The President, having duly considered said application, herewith consents that the company may lay, construct, land, maintain and operate telegraphic lines of cables on the Pacific Coast of the United States and the various territorial waters of the United States, to connect the City of San Francisco, Cal., the City of Honolulu, Island of Oahu, Hawaiian Islands, and by the way of Midway Island and the Island of Guam, the Island of Luzon, Philippine Islands, and a point on the coast of the Empire of China not yet determined. "It is conditional to the granting of consent that the company was to file its written acceptance of the following terms and conditions on which consent is given: "The company has not received any exclusive concession or privilege, and is not combined or associated with any company or concern having such concession or privilege, such as would exclude any other company or concern formed in the United States or America from obtaining the privilege of landing its cables or telegraphic lines on the coast of the United States or the Chinese Empire. "The line from the Philippines to China shall be constructed by said company and operated independently of all foreign companies or concerns. "The rates to be charged for commercial messages shall be reasonable, and in no case in excess of the tariff set before the main cable route from California to Luzon of not less than 25 words per minute. "The Government business shall have priority. "The United States shall at all times have the right to purchase the cable lines, property and effects of the said company at an appraised value. "The Government shall have authority to assume full control of the cable when at war or when war is threatened. "All contracts entered into by the said company with foreign governments for the transmission of messages shall be null and void when the United States is engaged in war. "The operators and employees of said company (above the grade of laborer) after said cable shall have been laid, shall be exclusively American citizens. "The company shall agree to maintain an effective agency of traffic in the main cable route from California to Luzon of not less than 25 words per minute. "The line shall be kept open for daily business and all messages in the order of priority heretofore provided for be transmitted according to the time of receipt. "No liability shall be assumed by the Government of the United States by virtue of any control or censorship which it may exercise over said line in the event of war or civil disturbance. "The United States Government does not insure or indemnify said Pacific Cable Company against any landing rights claimed to exist in favor of any company or companies in respect to any of the main cable routes of the United States. "The consent hereby granted shall be subject to any future action of Congress, or by the President, affirming, revoking or modifying, wholly or in part, the said conditions and terms on which this consent is given. "While the conditions are regarded as stringent, it is believed the company will accept them and that the work of laying an American cable to the Orient will soon be begun.

Public Requests of Cheever.

SALEM, Mass., Aug. 9.—More than \$400,000 in public bequests are given in the will of the late Andrew C. Cheever, of North Andover, Mass., just filed for probate here. Among the beneficiaries are \$25,000 each to the Denver Orphans' Home, of Denver, Colo., and the Woman's Christian Relief Association, in charge of the Ladies' Home; \$20,000 for a suitable memorial to the testator's brother, Charles E. Cheever, of Denver, Colo.