

CHARLES L. FAY ARRESTED

PROMINENT MAN CHARGED WITH OBTAINING MONEY BY FRAUD.

Taken to Wisconsin to Be Tried on Charge of Selling Worthless Timber Land.

Charles L. Fay, a prominent insurance manager, and a leading member of the Congregational Church in this city, was arrested late yesterday afternoon on the charge of obtaining money under false pretenses. Mr. Fay was taken East last night by Sheriff Fred Hies, of Waspsca, Wis., on the Governor's requisition. It is claimed that Mr. Fay sold a timber claim in Clackamas County to parties of the name of Dufur, in Waspsca, under guarantee that the claim was within one mile of a navigable stream and contained 1,000,000 feet of timber. This it is stated, was proved to be false when the purchasers inspected the tract, and they had an officer sent out with the requisition. The price they paid for the land was \$250, and, far from being within one mile of navigable waters, or being well timbered, it is, according to the complainants' contention, not within five miles of a stream, and has besides been completely burnt over.

The friends of Mr. Fay are in no wise alarmed over his arrest, and regard the act of the Wisconsin people simply in the light of a forcible seizure of the land by a witness in the transaction. They say he has nothing to fear as the result of an investigation of his part of the transaction, as he simply acted as an intermediary between parties to the sale, and made no representations as to the amount or quality of timber on the land. Mr. Fay, it is said, brought the buyers and sellers together, with the express understanding that he knew nothing and guaranteed nothing as to the timber. The Wisconsin people hired a professional timber-cruiser named Briggs, whom they sent out to determine the facts. Upon his representation that the land was covered with 1,000,000 feet of timber, the sale was made. Briggs has been arrested in Wisconsin, and is a party to the same criminal action as Mr. Fay.

When the case is put on trial and the facts are brought out, his friends, who are familiar with the circumstances of the sale, are confident that the first result will be to dismiss the charge against him, and thus completely vindicate him.

NO, THERE'S NO FIREBOAT

Not Is There a Fully Paid Department in Portland.

A prominent insurance paper published in the East has the following item, which ought to be good news to the citizens of this city:

"Portland, Or., has a fireboat, and insurance rates on the water front are to be somewhat reduced. It is up to Portland, however, to establish a fully paid, permanent fighting force. Portland is the only city of any size on the Pacific Coast that has not a permanent, paid fire department."

When he read this, Chief Campbell was delighted, though somewhat injured to think that he had not heard of the new fireboat through the official channels. But a short period of inquiry developed the fact that nobody else in the city knew anything of the new acquisition, or of the reduced rates along the water front. "The last sentence of that item is the only truth in it," said the Chief. "That is truth, every word of it. People know, of course, in a general way, that we haven't a fully paid department, but they see a full force of men at every fire, and it never enters their heads to think how that force is got to the fire."

The Chief then made the following detailed explanation of the workings of the department: "To claim that there are only two permanent men, the driver and the tillerman, the extra men I try to get from the firemen of the city, for they are used to climbing and know about wires and so on. Now, in case of a fire, the truck may be off instantly, but after it gets to the scene, it has to stand idle till the men come from wherever they may be. Suppose the fire is at the foot of Morrison street. Two extra men may be on the White House road, two more working out at Twenty-sixth and Thurman, three others out in Irvington. Not a ladder can be raised till those men arrive at the foot of Morrison. And that's the best we can do.

"To every engine there are three permanent men, the driver of the engine, the driver of the hose-wagon and the hose-wagon. Both are useless till the men arrive to unroll and connect to the hydrant, which may be three blocks away. That's the best we can do. To tell the

TRUTH," continued Mr. Campbell, "the only apparatus now immediately available in case of a fire is the chemical. To each chemical we have three men permanently attached. These are the driver, the engine and the hose-man. You see, there are a good many things that we have to contend with, not having a permanent establishment. For example, the extra men get but \$20 a month. If we had permanent men, I could take them out and drill them every night. But how can you expect men who get only \$20, and are weary from their daily work, to take kindly to being drilled severely every night? They would simply quit, and no one could blame them. Yet," the Chief concluded, "this department in spite of being only a makeshift for a permanent one, is efficient up to its means. But I really believe that it is a difficult thing for those in charge of the department to do what they might do and what other cities are doing. If the citizens do not feel that it is the cheapest in the long run to pay money for good protection and less for fire insurance. Yes, I am very sorry that it is not true. I hoped it was."

NIBLEY AND ECCLES DENY IT

Say They Are Not at Present Connected With Coos Bay Railroad.

BAKER CITY, Or., Aug. 23.—(Special)—David Eccles and C. W. Nibley were seen yesterday in regard to the report that they were connected with the proposed Coos Bay-Salt Lake Railroad, and that they were to commence construction on the Salt Lake and through the Empire. Mr. Eccles disclaimed all knowledge or connection with the railroad or construction company.

Mr. Nibley, who had just returned from Portland, said he had heard of the proposed road, and that Mr. Remington, one of the promoters, had talked with him about the matter. He had made some little inquiry about the project, but at the present time neither he nor Mr. Eccles were in any way connected with the proposed road. He said he had no knowledge of the connection of any prominent railroad interest with the proposed road. For all he knew, there might or might not be a big syndicate of Eastern capitalists back of it.

Queer Ways of a Strange Man.
The women boarders at Mrs. Jenkins' boarding house, Fourth and Main streets, had a bad scare last night by the strange appearance of a visitor who, they say, had long whiskers. They were sitting quietly at a table at 12 o'clock when the man, evidently not seeing them, came up to the house and started to walk onto the porch. Not thinking but that he was one of the boarders, they started to move back to their rooms. This seemed to be the first time that he had seen the ladies, and without giving a chance for an explanation, he turned and fled down the street. They were unable to find any trace of the man that the women described.

He was a fair-sized man and had a long black beard, a slouchy black hat and a black suit, said one. "He had a clear white complexion and bright shiny eyes," said another, "and I know that I would know him if I should see him again." Their description seems to indicate that the man was masked, and his actions seem to indicate that he was familiar with the ways of the household.

Fire in a Mining Town.
COLLINS, Colo., Aug. 23.—News has just reached here that a fire Thursday night destroyed two blocks in the business section of the mining camp of Walden, in North Park, 60 miles west of here. A number of families were rendered homeless, and the loss will amount to many thousands.

"Razor Dick" Recaptured.
"SHERIDAN," Wyo., Aug. 23.—William B. Sheridan, a notorious horse thief, has been captured near Gray Bull. The outlaw recently escaped from the authorities of Fremont County, Wyo. There is a reward of \$1000 offered by the Little Missouri Horse Company, of North Dakota, for his capture.

Montana Convict Escapes.
DEER LODGE, Mont., Aug. 23.—Convict Thomas J. O'Brien escaped from the State Penitentiary yesterday afternoon. O'Brien was a trusty, and made his getaway on a saddle horse belonging to the warden. A posse with bloodhounds is in pursuit. O'Brien was sent up for robbery.

Weyer Will Resign.
MADRID, Aug. 23.—It is understood that General Weyer, Minister of War, has decided to resign his post, in consequence of certain court officials having overriden his orders permitting journalists to attend court functions.

MITCHELL OFF ON A TRIP

OREGON SENATOR LEAVES ON MISSION TO HAWAII.

Committee Will Inquire Into Various Subjects for the Benefit of Congress.

Senator John H. Mitchell, accompanied by his private secretary, H. C. Robertson, left on the 8:30 P. M. Southern Pacific train yesterday for San Francisco, from which place he will sail for Hawaii on August 26.

The purpose of the visit of the subcommittee of the Senate committee on Pacific Islands and Porto Rico, of which Senator Mitchell is chairman, to the Hawaiian Islands is as follows: It appears from the resolution of the Senate raising the committee: "To investigate, inquire into and ascertain the general condition of the islands of Hawaii, the administration of the affairs thereof, the area, condition, quality and value of the public lands, the leasing, selling or disposing thereof, and to make such recommendations as may be deemed necessary; to investigate and ascertain the area, condition, quality and value of the crown lands, the rents, leases or other revenues or proceeds received therefrom since January 17, 1900, whether or not the former Queen of said islands now possesses any legal or equitable right, title or interest in or to the same, or whether she has any claim against the United States, legal or equitable, by reason of having parted heretofore with her title therein; the granting of franchises or other privileges; the question of immigration; the condition of labor therein, and to inquire into and report upon all other necessary matters pertaining to the executive, legislative, judicial, educational, tax, school, financial and other systems thereof."

For the above purposes said committee was empowered to send for persons and papers, to visit the islands, to administer oaths, to sit during the recess of Congress; and the committee was instructed to report at the beginning of the next session the result of its investigations.

The members of the committee, besides Senator Mitchell, are Senator Burton, of Kansas, and Senator Poester, of Washington.

During the past week Senator Mitchell was a very busy man, attending to correspondence and attending to personal and political business. Officers have sworn in upon him since his return to Oregon three weeks ago, but it is not likely that these would be official or much satisfaction, for few, if any, Federal appointments will be made before Congress resumes its labors in December.

Senator Mitchell will return to Oregon early in October, and will remain here for several weeks. He was escorted to the train last evening by a large delegation of friends.

GRAIN RATES TO ADVANCE

Pennsylvania Influenced by Action of Trunk Line Association.

NEW YORK, Aug. 23.—It has been learned, says the Journal of Commerce, that the Farmers' Grain Association has decided to advance ex-Lake rates on grain for export from Erie, Pa., to Baltimore. The new rates will be in effect from September 1 to October 15. On wheat and flaxseed, 14 cents a bushel; corn and rye, 13 cents a bushel. The old rate, which has been in effect for a few months, was: On wheat 13 cents a bushel; corn, rye and barley, 12 cents a bushel; oats, 11 cents a bushel.

It is believed that the Pennsylvania was influenced more or less by the action taken a day or so ago by the Buffalo grain committee of the Trunk Line Association, the committee having decided to advance East rates on Lake grain to the figures which were in effect prior to the rupture with the Baltimore and Philadelphia Railroads; that rate was 14 cents on wheat. The Buffalo lines, instead of retreating when the Pennsylvania and Baltimore & Ohio reduced their rates on grain for export to Baltimore and Philadelphia, and making a greater cut, decided that a better course to pursue was to restore the bid rates, believing that possibly the other lines would follow suit. Subsequent developments have proved the wisdom of their policy in this respect at least.

One explanation given for the restoration of former rates is that this action was brought about very largely in the interest of revenue. When it was deemed expedient to make the reduction of the volume of business moving was then of little consequence. The situation now, however, has changed. The large crops of the West and Northwest are being harvested, and will soon be under shipment.

They will be at the ports of the Lakes soon after the old rates from Lake ports are restored, and the Buffalo lines have placed themselves in a position to reap the profitable revenue that they would otherwise lose.

It is thought that the Pennsylvania has taken more risk of leaving the rate than the Buffalo line, as the view of the situation and outlook.

100 MILES AN HOUR

High Speed Train to Be Operated on Illinois Electric Road.

LYNN, Mass., Aug. 23.—An electrical company here is building a train which is soon to be used in Illinois and which the engineers estimate will make 99 to 100 miles an hour. It is added that the track for the train in Illinois is almost completed; that the line is about 120 miles long, and is remarkable for solidity and strength as far as possible grades have been eliminated. Electricity will be the motive power, and the third-rail system will be used. A train of three cars has been built for the first trial. The train is placed, equipped with 12 motors of 120 horsepower each.

Instead of the high speed increasing the danger, it is claimed that the train will be safer and run less risk of leaving the rails than an ordinary street-car. The theory held by electricians is that the train is practically electrically welded to the track and cannot leave it while the power is on. The location of the track is not given.

RAILWAY TO BE IMPROVED.

Canadian Pacific Will Spend \$1,000,000 Next Year.

VANCOUVER, B. C., Aug. 23.—The Canadian Pacific Railway is to be greatly improved, the route shortened and every department of the service perfected. The changes and improvements will involve the expenditure of millions of dollars. Contemplated improvements on the main line of the Canadian Pacific, embracing a radical reduction in grades and a straightening of curves, will be commenced next year, and the engineers of the company will be engaged during the coming Winter in working out the details, which are of the greatest magnitude.

The idea is to reduce gradients and cut out curves, which will make the splendid Canadian transcontinental route much shorter. The schedule will be curtailed from the Atlantic to the Pacific so as to make the run within 70 hours, while the baggage power, which formerly would be increased at least 25 per cent.

Merger Case at St. Paul.

ST. PAUL, Aug. 23.—It has been agreed between the office of the United States Attorney-General and the counsel for the Northern Securities Company that the taking of testimony in the suit against the merger shall begin at the office of the District Attorney, September 15. It is said that Solicitor-General Richards will conduct the case for the Government and that C. W. Bunn, M. D. Grover and George B. Young, of St. Paul, will be associated with New York counsel for the Securities Company.

A Rock Island Promotion.

OMAHA, Aug. 23.—J. S. McNally, city passenger agent of the Rock Island, has been appointed general passenger agent of the Choctaw lines of that road, with headquarters at Oklahoma City. McNally has been connected with the Rock Island in this city for 13 years. His new appointment will take effect September 1.

Car Shortage at Elma.

ELMA, Wash., Aug. 23.—(Special).—Elma and vicinity are having a car famine, and lumber and shingles are being piled so fast that there is no longer any storage room.

Delance and Laurier Confer.

PARIS, Aug. 23.—Sir Wilfrid Laurier, the Canadian Premier, had an interview with M. Delance, the Minister of Foreign Affairs, today, lasting half an hour. W. S. Fielding, Minister of Finance of Canada, and William Patterson, Minister of Customs of the Dominion, accompanied the Premier. The conversation was mainly confined to an exchange of courtesies. The correspondent of the Associated Press learns that some reduction was made to tariff concessions. It is understood that France is not adverse to certain reductions in return for equivalent concessions on the part of Canada. The Canadian Premier will be received in audience by President Loubet on Monday.

Russian Materials Required.

ST. PETERSBURG, Aug. 23.—The desire of the Minister of Marine was gazetted today requiring the exclusive use of materials of Russian origin in the construction of all Russian ships, with the exception of vessels built abroad.

Cuban Strikers Dispersed.

HAVANA, Aug. 23.—Some of the city laborers were sent to the wharves at noon today to assist in unloading cement used in public work. On arriving at the

FIRST, LAST AND ONLY VISIT
PORTLAND Two Days Only AUG. 26 AND 27
LAST VISIT FOR YEARS
WILL TOUR EUROPE NEXT SEASON.

BUFFALO BILL'S WILD WEST

A PROUDLY PRE-EMINENT EXHIBITION OF UNIVERSAL INTEREST.

THE ONE GLORIOUSLY GRAND RULER OF THE AMUSEMENT REALM

Standing like an obelisk above and beyond all others. A perfect phalanx of all that is

GREAT, GRAND AND HEROIC

With more than enough Newly Added Features To make an entirely new exhibition.

The Mounted Warriors of the World

In martial array. This season augmented by a MARVELOUS MARINE DISPLAY Showing the actual work and drill of the U. S. LIFE-SAVING SERVICE In which the strong, sturdy sons of the sea add their heroism and life work to the

Rugged Rough Riders OF THE WORLD.

A gathering of extraordinary consequence to fittingly illustrate all that

VIRILE, MUSCULAR, HEROIC MANHOOD
Hes and can endure.

COWBOYS, AMERICAN INDIANS, MEXICAN RURALIES, BEDOUIN ARABS, SOUTH AMERICAN GAUCHOS, AMERICAN CAVALRY, GERMAN CAVALRY, RUSSIAN COSSACKS, CUBAN PATRIOTS, AMERICAN ARTILLERY, ROOSEVELT ROUGH RIDERS, WESTERN GIRLS, ROYAL ENGLISH-IRISH LANCERS,

And all the Features That Made the Wild West Famous. Introduced and personally directed by the great famous

COL. W. F. CODY, "BUFFALO BILL"

Who will lead the GRAND REVIEW OF ROUGH RIDERS IN STREET CAVALCADE Besides the gorgeous military tournament, the grand martial spectacle the year will be the reproduction in a most complete and accurate manner of

THE BATTLE OF SAN JUAN HILL

TWO PERFORMANCES DAILY, 2 AND 5 P. M., RAIN OR SHINE.
ADMISSION, 50 CENTS. CHILDREN UNDER 9 YEARS, 25 CENTS.
Reserved Seats (including admission) \$1.00, on sale at the Aldrich Pharmacy, Sixth and Washington Sts.

Starting from the Grounds, Twenty-second and Savier Streets
Tuesday morning, at 10 o'clock.

PARADE ROUTE

Twenty-first to Everett, to Thirteenth, to Washington, to Sixth, to Morrison, to Third, to Everett, to Twenty-first, and thence to grounds.

wharves they refused to work on account of the strike of the dock laborers and marched to the palace, where they were dispersed by the police. The crowd cheered for Spain and for General Weyer.

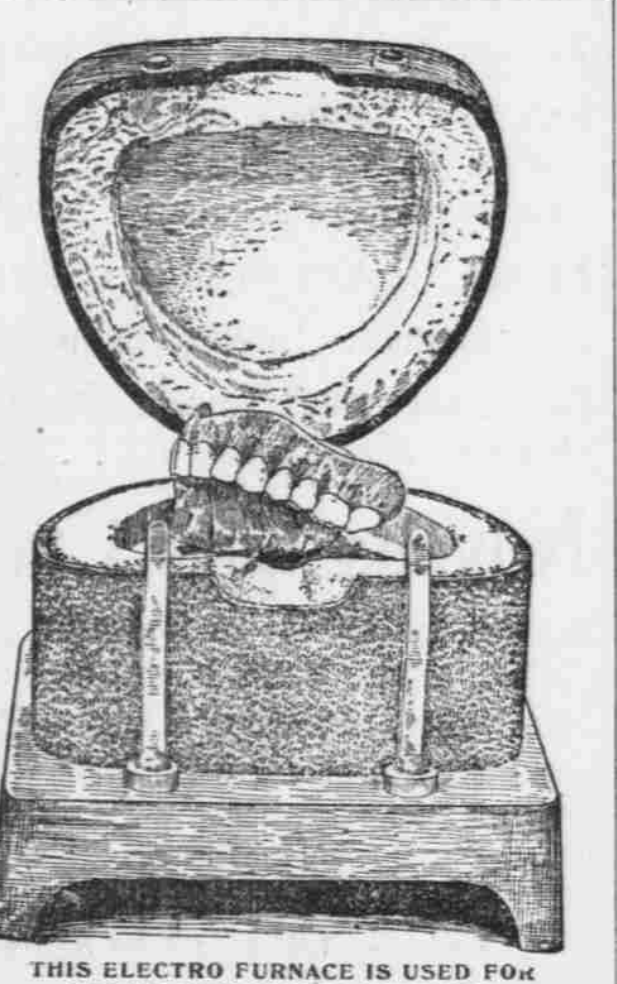
Whipped and Tared and Feathered.
EATON, Colo., Aug. 23.—One hundred ladies were administered last night by citizens to Jerry Crimis, a sugar factory employe, who was charged with having assaulted a woman. He was then tarred

and feathered and run out of town, being warned never to return on pain of death. Germany's Crown Prince has become infatuated with the automobile. He is said to be a capable chauffeur.

ELKS' TEETH

Prominent papers East and West have been hinting at a probable change in the emblem of the great Order of Elks. The organization has grown so rapidly that the supply of elks' teeth would seem to be insufficient for future demands. Now, if an arrangement could be consummated whereby these noble animals could give up their teeth, and not their lives, the agitation would cease immediately. The elk's tooth has stood for good fellowship and kindly deeds for lo these many years, and because of these well-known facts, if it must be given up, it will be with many regrets, but there is no reason why the Elks (we now refer to the members of this splendid order) should lose their teeth and incidentally their health, their money and their lives, so long as Dr. B. E. Wright and his associates are in the field to look after and care for them in an intelligent, scientific and economical manner. This would seem to be a message to Elks alone and, as a matter of fact, it really is; still, it will be read by thousands of others, and it is also meant for them. A final word to the Elks, as be-

tween the teeth on your watch charms, emblematic of good comradeship and good deeds, and the teeth in your mouth, standing for comfort and health and all that makes life worth living: I believe you will agree with me that you had better lose the former, and in this connection it is your duty to come to me. You will be met in my office and treated only by professional dental surgeons, who have not only their diplomas from the best dental schools in the country, but have a fund of actual experience that will meet the exigencies of every case. This and the fact that our prices are as reasonable as can be made, consistent with good work, is all that I have to communicate to you at this time.



THIS ELECTRO FURNACE IS USED FOR BAKING CONTINUOUS GUMWORK

LARGEST AND BEST EQUIPPED DENTAL OFFICE ON THE PACIFIC COAST

Dr. B. E. Wright's Dental Office

THE ONLY ADVERTISING DENTAL OFFICES IN THE CITY THAT ARE OWNED AND RUN BY GRADUATE DENTISTS

DR. W. I. NORTHUP, Graduate Philadelphia Dental College
DR. B. E. WRIGHT, Graduate State University of Iowa
DR. J. H. TUTTLE, Graduate Chicago College Dental Surgery

DIRECTORS OF...

OFFICE HOURS: 8 A. M. to 5 P. M. Evenings, 7:30 to 8:30 Sundays, 10 A. M. to 12 M.

342 1/2 WASHINGTON STREET, CORNER SEVENTH TELEPHONE, NORTH 2191