PROMISE NOT KEPT

O. R. & N. Steamers Drydocked at San Francisco.

WHAT THE PRESIDENT SAID

Bay City Vessel-Owners Patronize the Port of Portland Dock--Heavy Travel on Upper Columbia Boats.

The O. R. & N. steamer Geo. W. Elder arrived at San Francisco yesterday morning and as soon as her cargo is discharged will go on the drydock at the Union Iron Works for her annual overhauling. She will only miss one trip. Her place will be taken by the steamer Costa Rica, of the Pacific Mail Company, which has been chartered for the purpose. The Costa Rica may later make a few trips between Portland and San Francisco, carrying freight.

The action of the O. R. & N. Co. in docking the Elder at San Francisco is criticised by some of the members of the Port of Portland Commission, who say the company is not doing the fair thing toward the Portland dock. They believe that if Mr. Mohler were still at the helm things would be different. Mr. Mohler was one of the original promoters of the drydock scheme here, and promised the members of the Legislature in 1901 that if the dock were built here, it would get all of the company's business. Instead of that, the company is now giving its business to a San Francisco concern. The only one of its boats offered to the Portland dock was the Olympian, and that offer was withdrawn when it was found that the work would not be done for nothing.

In marked contrast to the company's policy is the action of the San Francisco owners of the schooners W. H. Talbot and William Bowden, which had these two vessels docked here, and have promised other business to the Port of Portland. The Mable Gale, another San Francisco schooner, is to go on the Portland dock on her next visit, and the Virginia, which arrived at Astoria yesterday, will probably be lifted before she leaves port.

The largest contract that the St. Johns drydock has in sight is the raising of the British ship Beacon Rock. Captain Hughes, the skipper, says the ship will be ready for the operation next Wednesday. She dented her plates on the trip around the Horn and will require more or less repairs. The slowness of discharging the Beacon Rock's cargo is due to the poor condition in which she is landing the cement, which she brought from Antwerp. The cement was packed in barrels made from green wood, which dried out during the voyage, and when the hatches were opened here resembled sieves rather than barrels. The dockman down at Greenwich refused to receive the cement in that condition, and the shipowners, therefore, have to recooper all of it before it can be landed. The stevedores are only able to work half a day at a time. Ballast is being put in the ship as the cargo comes out, so that when all the freight is unloaded the Beacon Rock will be ready to go on the drydock.

HEAVY STEAMBOAT TRAVEL.

Upper Columbia Lines Doing Good Business.

Business was rushing on the Upper Columbia yesterday. The breaking up of the G. A. R. Encampment and the homeward-bound travel of the berrypickers from the same place gave the steamboats about all they could handle. The decks of both the Bailey Gatzert and the Chas. R. Spencer were swarming with passengers when they reached their docks in this city, and the trains also brought in large numbers.

The Gatzert returned to Hood River from The Dalles Friday night and lay there all night, leaving the through business to be attended to by the Dalles City. The change was principally to enable the Hood River campers to get their baggage and outfits aboard the Gatzert in good season. At daybreak they began loading their traps and by the time the steamer was ready to start, all the available space on the lower deck was filled with tents and other camping paraphernalia. Although the strawberry season is not ended, the berrypickers who returned yesterday said that many of the growers had discharged their help, owing to the low prices paid for berries, and that thousands of tons of fruit would be allowed to rot in the fields.

Nearly all the Grand Army people have returned from the encampment, the fear of rain sending home many who contemplated staying over until Monday. About 1000 of them left the day before, and as the big boats were going the other way Friday, they taxed the capacity of the trains to the limit, and even then many were left behind. The Gatzert's passenger list numbered 255, one of the largest crowds she has carried this season. The Spencer brought in 230 passengers.

DREDGE CLEARS A PASSAGE.

Depth at Mouth of the Columbia Increased Two Feet in Places.

ASTORIA, Or., June 18.—The bar dredge Chinook has not missed a day at work on the Columbia entrance excepting the time consumed in coaling, since her return from Portland, and has accomplished very much in that time. Yesterday the dredge made a record performance, taking 5000 cubic yards, or more than 3000 tons, of sand from the bar. This is the greatest day's work ever done by a vessel of her class, and the performance has been highly gratifying to the officers. The big vessel has materially deepened the river entrance, and pilots state that the depth has increased two feet in some places.

Columbia Again Dredging.

The dredge Columbia resumed operations yesterday after a shutdown of a week. The delay was caused by the breaking of an iron truss that supports the cutter. The Columbia is making a ship channel in the lower part of the harbor that will be 300 feet wide and 20 feet deep at low water. The dredge Portland is working on the upper end of the channel, depositing the material on the low part of North Front street, between Fourteenth and Seventeenth.

South Bend Shipping Matters.

SOUTH BEND, Wash., June 18.—(Special.)—The steamer Acme sailed for San Pedro Friday with a cargo of lumber from the Siler mill. The schooner Western Home arrived Friday and will load cargo at the Siler mill.

Captain Lawson has relieved Captain Simpson, as master of the barkentine Chehalis, now loading at the Simpson mill. Captain Simpson will try the hot springs in California for rheumatism.

Forage Contract Finally Awarded.

SAN FRANCISCO, June 18.—(Special.)—Confirming the news previously wired The Oregonian, the Quartermaster's Department officially announced that the contract for furnishing about 6000 tons of oats for shipment to the Philippines has been awarded to Scott & Magner, of this city. Deliveries are to be extended over a period of several months, which will enable new crop red oats, now being harvested, to be taken and will allow the transports now here and soon to arrive to also move the hay already contracted for. The price for the oats is understood to be $1.48 double-sacked.

Queer Action by Bermingham.

PORTLAND, June 18.—(To the Editor.)—I see today, quoted from San Francisco, a statement of inconsistent action that could hardly be credited to any sane man.

According to said statement John Bermingham, Supervising Inspector, approves the finding of Inspectors Belles and Bulger as to the utter carelessness and incompetence and the arrant cowardice of Captain McIntyre of the South Portland, and then instantly proceeds to cut down his term of suspension from three years to two. The fact is that according to the evidence and the findings, the men should have been convicted of manslaughter and sent to the penitentiary, and the initial sentence was ridiculously lenient. He himself testified that in a fog, on a rockbound coast, he was going at full speed, and that neither he nor any of his officers knew where they were. Furthermore, although half an hour elapsed before the vessel went down (time sufficient to have saved the lives of all on board), the only two women passengers were lost, while he survives to tell the tale. Such a contemptible poltroon should never be given another ship, and even should he succeed in finding a shipowner fatuous enough to place one in his charge, none but a born idiot would ever sail on it either as passenger or as a member of the crew.

W. E. TYRRELL.

Overdue Steamer Arrives.

COLON, June 18.—The overdue steamer Advance, of the Panama Railroad Steamship Company, which sailed from New York June 9 for this port, arrived here this morning. She has been delayed by bad weather and new machinery.

Marine Notes.

The schooner Mabel Gale cleared for San Francisco yesterday with 930,000 feet of lumber.

The steamer Aurelia sailed for San Francisco last night with 230,000 feet of lumber and 480 tons of wheat.

The steamer Nebraskan, of the Hawaiian-American Steamship line, is due from New York via San Francisco, this evening.

Domestic and Foreign Ports.

ASTORIA, June 18.—Arrived at 5 and left up at 7 A. M.—Steamer Columbia, from San Francisco. Arrived at 10 A. M.—Steamer Elmore, from Tillamook. Arrived at 2:20 P. M.—Schooner Virginia, from San Francisco. Arrived down and sailed at 5 P. M.—Steamer Aberdeen, for San Francisco. Arrived down at 9 P. M.—Northwest. Condition of the bar at 5 P. M., smooth; wind northwest; weather cloudy.

San Francisco, June 18.—Arrived at 7 A. M.—Steamer Geo. W. Elder, from Portland. Sailed last night—Steamer Nebraskan, from New York, for Portland. Arrived—Steamer San Jose, from Panama. Sailed—City of Pekin, for Panama; British steamer Lothian, for Salina Cruz; steamer Winfield, for Nanaimo.

Tacoma, June 18.—Arrived—Steamer City of Puebla, from San Francisco.

Hoquiam, Wash., June 18.—Sailed—Schooner Melrose, from Aberdeen, for San Francisco; schooner Marion, from Aberdeen, for San Francisco. Arrived—Schooner Fred J. Wood, from Guaymas, for Hoquiam; steamer Newberg, from San Francisco, for Aberdeen.

Seattle, June 18.—Arrived—Steamer Spokane, from Skagway; steamer Humboldt, from Skagway. Sailed—Steamer Dirigo, for Skagway; steamer Rainier, for San Francisco.

Hong Kong, June 18.—Arrived previously—Chuna, from San Francisco, via Honolulu.

Banquet for American Fleet.

LISBON, June 18.—Minister of Foreign Affairs Lima and Marine Minister Gorjao gave a farewell banquet last night in honor of the American fleet. The banquet was attended by Admiral Barker and his staff, the captains of the American vessels, American Minister Bryan and the Portuguese Admirals and Captains. The fleet will sail today for Gibraltar en route for Athens.

THEY STUDY BIRD LIFE

W. L. FINLEY AND H. T. BOHLMAN BACK FROM CALIFORNIA.

The Feathered Creatures Are Photographed in Nests and on Wing for Magazines and Books.

William L. Finley, youngest son of J. P. Finley, and Herman T. Bohlman, both of Portland, have returned from an extended trip in California, where they have been preparing data for books and magazine articles on bird life.

The study of bird life they find exceedingly interesting, and the hundreds of excellent photographs they have taken under the greatest of difficulties are little less than marvelous, showing as they do the wonderful improvement in photography during the past few years.

Both Mr. Finley and Mr. Bohlman are photographers, who collect data on bird life by practical study of the birds in their native resorts and photograph the different birds, both male and female, as well as the nest, eggs and young birds in all the different stages of their growth until they fly from the nest. St. Nicholas' Magazine has secured several articles prepared during the past few months by them, as has also Farm Life, in both of which and many other magazines Mr. Finley's and Mr. Bohlman's articles have appeared at different times. C. Hart Merriam, chief of the United States Biological Survey, who saw a series of photographs taken last year, says they are the best pictures of the kind he has ever seen. Mr. Finley is a graduate of the University of California, where he did a great deal of this kind of work, and was editor of the Daily Californian, the university paper.

An interesting series of pictures was taken last year when a trip was made down the Oregon Coast, and photographs of sea birds taken.

The inexhaustible patience necessary for the work is the greatest requisite, although it requires nerve to scale the cliffs where a misstep would send photographer and camera tumbling hundreds of feet to the rocks below.

The last series taken was in California, where the photographers have been for the past three months. The principal work in California was done on golden eagles. One nest was located 40 miles from where they were working on another species, and after the nest was discovered six trips were made to the nest to get the entire series. Thirty miles of the distance was covered by rail and ten miles by trail through the mountains. The nest was located in an immense sycamore tree, 158 feet from the ground, and in order to ascend it another tree had to be felled against it, when with climbing irons and ropes the ascent was made. This series is little short of wonderful and will be published in book form at a later date.

Much work was also done on the Great Blue Heron, the Black Crowned Night Heron, the Barn Owl and Screech Owl. The latest make of the Goertz reflex camera with a fine lens has been used this year with great success, taking birds in the most rapid flight, as the exposure can be adjusted to 1-1800 part of a second, so as even to catch a perfect photograph of the humming bird's wings while in flight.

The patience required for such work may be imagined from the fact that the photographers often become so well acquainted with their feathered subjects that both old and young birds will light on their hands and hats to be caressed and fed. This seemingly doubtful story is proven by photographs taken of the birds flying to and from the photographers, as well as while the birds were perched on the artists.

COMPLETED LITERARY COURSE AT PACIFIC UNIVERSITY

Miss Mabel Hoge, B. L.

Miss Harriet Yoder, A. B.

PACIFIC UNIVERSITY, Forest Grove, June 18.—The class which completed the literary course at Pacific this year has but two members—Miss Harriet Yoder and Miss Mabel Hoge. They received the degrees of A. B. and B. L., respectively. Miss Yoder has taken the entire seven years' course at Pacific. She registers from Oakland, Cal. Miss Hoge is a daughter of the Mayor of Forest Grove, and first came to Pacific as a junior. Her previous work was done at the University of Nebraska.

The size of the class does not indicate a falling off in attendance at the university, as the total enrollment is larger this year than ever before. It is interesting to note, too, that while this is one of the smallest classes ever graduated here, indications are that next year's class will be the largest in the history of the school.

How Republican Party Started

By George H. Frey, Sr., in Harper's Weekly.

Mr. Frey is one of the five delegates now living who took part in the first Republican National Convention, at which the Republican party was organized.

THE Republican party had its birth at Pittsburg in February, 1856. Luckily, I had the good fortune to be present. I was a newspaper publisher at the time, and kept in close touch with politics, and especially National politics. Of those who attended that initial convention of the party there are, as near as I can estimate, but five now living. Those five are General R. O. Brinkerhoff, of Mansfield, Ohio; Judge Rush Sloan, of Sandusky, Ohio; Judge Upsom, of Akron, Ohio; Senator Joseph Hawley, of Connecticut, and myself.

The convention had in it many discordant elements. Largely through the efforts of Horace Greeley, who abandoned the ultra position he occupied, order was brought out of chaos, and the foundations of a great party were laid. The first meeting to select delegates to attend a convention which was to be called in Pittsburg in February of that year for the purpose of organizing a National Republican party was held in Clark County, Ohio, in February, 1856. The call was by a body of men, mainly members of Congress, for delegates from either states or districts.

The delegates selected were Richard Rodgers, General Charles Anthony, R. D. Harrison, Mr. Martin, Mr. Algernon, Paige A. Baker, E. D. Baker, Perry Stewart, F. King, Dr. R. Houston, C. M. Clark, Joseph Carst, and myself, and, as I remember, all those who were selected attended the convention.

A large number of delegates came with written platforms, among them Henry J. Raymond, of the New York Times, and Francis P. Blair, of the Washington Globe. After Greeley's speech, which came as a great surprise in its conciliatory tone, the convention favored a brief, plain and straightforward expression of the platform of the party, free from useless words and phrases. The cardinal features of the convention were opposition to the extension of slavery in the territories then free, homesteads free to the actual settlers in the public domains, and the extension of the railway to the Pacific. During the progress of the convention a delegation arrived from Kansas, where there had been a bushwhacking contest with the pro-slavery advocates and border ruffians.

There were five different classes of men—Free-Soilers, Abolitionists, Democrats, Whigs, and Know-Nothings—represented in the Pittsburg convention, which was called for the specific purpose of effecting a National organization and giving it a name. The name chosen, Republican, it was felt, would not arouse the jealousy of any of the others.

The feeling that pervaded the body was one of extreme anxiety, lest some of the parties would feel that in the making up of the platform it might not be "ultra" enough. Horace Greeley, known all over the country as an ultra Whig, was among the first to take the platform and make an address. With all the ability he could command he urged moderation and conciliation. There was, he claimed, one chief purpose in the calling of that assembly—to organize a party opposed to the extension of slavery in the territories then free. He argued that there ought to be unanimity on a point of that kind; there must be, if any one entertained any hope or desire of ultimate success.

The platform as finally adopted was a simple declaration of hostility to the extension of slavery and hostility to polygamy; besides favoring free homesteads for the people and the building of the then projected transcontinental railroads. After the adoption of the platform the next business of the convention was to constitute a Republican National committee with authority to call a National convention for the purpose of nominating a President of the United States.

Each Congressional district was entitled to three delegates, and at a convention held in Springfield, Ohio, Judge Phelps, of Marysville, W. T. Critchfield, of Columbus, late reporter for the Supreme Court of Ohio, and myself were chosen.

I started for Philadelphia, where the convention was to be held, on June 12, going through Columbus, where I met Governor Chase at the station. He wanted me to stop over and go with George Hoadley, later Governor of Ohio, who was en route from Cincinnati, but as some friends at Canton, who were going on to Philadelphia, were waiting for me, I did not stop. I arrived at Canton, and then proceeded with my friends to Philadelphia.

On arriving at Philadelphia we found the city crowded, and I was assigned to quarters at the St. Lawrence Hotel, on Cherry street. The only Ohioans with me were George Spaulding, of Cleveland; Christopher P. Wolcott, then Attorney-General of the State of Ohio; Robert Neal, Sr., of Columbus, and Judge Swain, late of the United States Supreme Court.

Among the dozen or so delegates from Pennsylvania was Thaddeus Stevens, of Lancaster, Pa., one of the most interesting characters I have ever met. The club-footed statesman was a great power in Congress. He urged the Ohio delegates to do their state the honor of supporting for President Judge McLain, of Cincinnati, at that time a Justice of the United States Supreme Court, but it was soon found that the majority of the convention was in favor of Fremont.

James A. Saxton, father of Mrs. William McKinley, attended the convention; also Henry J. Raymond and Preston King, at one time a Senator from New York, and Judge Keeley, for years a tariff leader in the House. Another conspicuous figure at the convention was "Abe" Lincoln, of Illinois. He had not yet risen to prominence. The incident was recalled that his first public employment had been given him by John Calhoun, then Surveyor-General of Kansas. In six weeks' time Lincoln prepared himself to do surveying. He was afterward made County Surveyor of Sangamon County, Illinois. George Hoadley, ex-Governor of Ohio, occupied a seat upon the platform, and while trying to make an address broke down from the excitement of the occasion and took his seat.

On the nomination of Fremont, the California delegates felt inclined to a jollification, and old Mr. Sulover, formerly of Ohio, asked me for the use of my room at the St. Lawrence. I consented, as I was to leave that night at 12 o'clock, and Mr. Saxton had gone ahead of me. A general lunch was the principal feature of the jollification, and as the majority of those present were not regular drinkers the results came somewhat as a surprise.

Some of the Pennsylvania and Ohio delegates were not very cordial in yielding to the Fremont supporters. However, the convention passed off in a thoroughly good spirit. There were marked indications even at that time that the Atlantic States would support Buchanan, who in the election was the successful candidate.

CENSURED BY BOOKBINDERS.

Brotherhood Considers Action of Roosevelt in Miller Case.

ST. PAUL, June 18.—The International Brotherhood of Bookbinders today adopted resolutions censuring President Roosevelt for his action in the Miller case, in connection with the public printing office in Washington. The resolution says:

"Your committee feels that the International Brotherhood of Bookbinders, now in convention, should take this, the first opportunity, to add their protest against the pronouncement of President Roosevelt declaring the open shop to be in the public interest. We submit that the open shop, menacing as it is, in the light of experience, a weakening and ultimate demoralization of the reforming influence of organized labor, is not in the interest of public welfare.

"We therefore submit that the sense of this convention is that the declaration of the open shop by President Roosevelt was not in the interests of the people of the United States."

W. E. Taum, of Chicago, was elected president. John Pleger, of Butte, was among those elected district organizers. M. G Peterson and William C. Booth, of San Francisco, were elected members of the executive council.

Valuable Dog Strangely Lost.

The strange disappearance of a valuable dog kept two of the city detectives busy last night, but up to a late hour no trace of the missing canine was found. The dog, which is merely a puppy, followed its master, James Monks, from his residence at 631 Pettigrove street, down town, and Mr. Monks dispatched a messenger boy from the City Messenger Company to take the dog home. When Mr. Monks telephoned to his home to see if the dog had arrived safely, he was told that no messenger boy had put in an appearance. The messenger boy was found, however, but gave a poor explanation of the dog's loss, saying that he loosed the dog, thinking it would follow him, but that it ran away. The detectives have a good description of the dog, and will make a special effort to locate it today.

First Work With the Telephone

Portlander Who Was Present Tells of Inventor Bell's Earliest Practical Demonstration.

THE very interesting sketch of Dr. Alexander Graham Bell in last Sunday's Oregonian vividly recalled him to me as I knew him in London in 1878. But, alas, time, thought and work have changed the dark-haired, slender, eager-eyed man whom I knew to the veteran shown in your picture. Early in 1878 he was brought to me in my London office by a legal counsel whose firm had undertaken the formation of the English Telephone Company, but who thought it best that the inventor should have independent legal advice, especially in the law suits which were inevitable in sustaining his rights to his daring invention. I remember well the incredulity with which I received his account of his ability to transmit sounds by wire to long distance, and that even without the agency of the electric battery. He had already secured introductions to Mr. Preece, the electrical engineer to the postoffice, and was accompanied by Mr. Preece on his next visit. Litigation followed close on the heels of the publication of the invention and of the efforts to bring it into common use.

Illustrating the difference of National character, we tried to arrange to install telephone service between several offices in the City of London and the works or factories in other parts of the metropolis governed from those central offices. With much difficulty we succeeded—though whether hesitation proceeded from fear lest the new wires would set the factories on fire, or from the vague dislike to being moved out of well-tried lines of business, I cannot say. This I know, that I would have better hope of securing 50 installations of a startlingly new apparatus in Chicago than of five in London. However, we succeeded in getting trials made on both large and small scales.

The first considerable triumph was when the telegraph wires along the South-Western Railroad from London to the Isle of Wight were connected from the Queen's palace, at Osborne, to my own private office near the Mansion House. I was one of a small group who first heard the bugle notes of "God Save the Queen," and then of American National airs, brought over this temporary wire from Osborne House to London.

I was present also at the famous meeting at the Society of Arts' rooms in London when Dr. Bell expounded publicly for the first time in England his marvelous invention to a crowded audience of the cream of British scientific men. On the table stood an enlarged model of the human ear, with its receiver and its drum. The walls were hung with diagrams, showing the range and varieties of vibration of different sounds; models of the earlier apparatus tried and abandoned; models of the suggested apparatus of other inventors; models of the varieties of diaphragms in the apparatus. All this the audience was examining and discussing in a hum of voices when Professor Bell appeared behind the table and an immediate hush followed.

We heard then the story how his studies of the vocal apparatus and the functions of its constituent parts had followed his interest in teaching the deaf and dumb to speak; then how he learned to estimate the effects of different vibrations on the ear drum, and then his attempt to imitate the ear drum by mechanical means and to lengthen out the distance at which the vibrations would be effective. And so, by slow degrees and with infinite patience to that dramatic moment referred to in last Sunday's paper, when Dr. Bell in the cellar and his assistant in the attic of his house heard articulate words transmitted by the wire.

Since that time slight improvements and developments have doubtless been effected. But as I take down my receiving telephone from its hook today and listen for my friend's voice I am using an instrument in all material points identical with the magical black rubber shortened tube, with its wire connections and vibrating disc which 26 years ago I have unscrewed and taken to pieces in and out of court, and before judges and lawyers and witnesses in abundance. Every time it issued triumphant, and so the scientific experiment of 1878 has taken its place as the necessary adjunct to the city home, the factory, the municipality, the office, the mine, and now to the solitary farm and ranch.

WALLIS NASH.

Portland, June 17, 1904.

CANALS OF THE PLANET

SCIENTIFIC EVIDENCES OF LIFE ON MARS.

American Astronomer Advances Theory That Irrigation Ditches Are Visible to the Earth.

Manchester Guardian.

"Mars and Its Canals" was the title of a lantern lecture delivered to the members of the Manchester Astronomical Society in the Municipal School of Technology, by E. Walter Maunder, of the Greenwich Observatory. Mr. Maunder propounded a theory to account for the "canals" which throws an important light on the vexed question of the existence of intelligent life on the planet. Having given a brief account of the history of the observation of Mars, he described the conditions which scientific knowledge teaches are likely to exist upon its surface. The discovery of the two moons of Mars had made possible an exact estimate of the force of gravity on the planet compared with the force of gravity on the earth. We are led to believe than on Mars currents of air move very slowly; that water vaporizes very quickly and that the atmosphere is extremely rare. Owing to its comparative distance from the sun, Mars receives about half the light and heat that the earth receives. Coming to the canals, Mr. Maunder said that as far back as 1862 long narrow streaks were detected on the surface, and they were called by the first observer by a name which was equivalent to "channels." Unfortunately the word "canals" was afterward applied, and this was to be deplored, because it suggested that they were of artificial construction—an idea outside the mind of the first observer. The total number of these canals now registered was over 200.

The astronomer who was responsible for the latest theory as to the canals was an American, Mr. Lowell, who had observed them under the most favorable conditions from a high altitude in Arizona. Mr. Lowell's theory was that as there was very little water on the planet the inhabitants had to distribute the water over its surface by means of a system of canals. What we saw was not the actual waterways, but green, fertile strips on either side of them. These canals, according to Mr. Lowell, changed with the seasons, just as did the polar caps. Mr. Maunder showed lantern pictures of the canal pictures of Mars as drawn by Mr. Lowell, according to which the canals are extremely symmetrical in appearance, consisting of straight lines of the same breadth, like a series of railway metals, and meeting in junctions which might be lakes. It seemed, on the face of it, hard to escape from Mr. Lowell's conclusion that the canals were due to the work of intelligent beings. But in 1896 Mr. Lowell took to examining the planet Venus, and he found canals there also, a fact which rather threw doubt upon his earlier work on Mars. Mr. Maunder elaborated an interesting theory of his own to account for the canals. It was to the effect that there are upon the surface of Mars various indistinct lines and markings, which were hardly distinguishable apart, but which, when viewed from a certain distance, appeared to the eye in the form of straight lines. In support of this explanation he showed drawings of Mars made by other prominent observers, which were entirely free from the so-called canals. These were, indeed, due to the running together by the eye of minute details, not straight or symmetrical, but too small for the eye, even under the best circumstances, to see them very clearly.

Mr. Maunder described an experiment he carried out at Greenwich to test this theory. Accurate drawings of the surface of Mars, without the canals, were placed before a number of schoolboys, and they were set to copy them. The result was that most of the resulting drawings showed canals similar to those of Mr. Lowell, owing, Mr. Maunder contended, to the natural running together of small spots into lines when viewed at a distance. "It may be," he said, "disappointing to have to give up the idea of there being intelligent neighbors of ours across the little gulf of 40,000,000 or 50,000,000 miles, who are industriously engaged in digging Panama or Suez canals, but it is better to be sure of all we know, or, in other words, 'it is better not to know so much than to know so many things that are not so.'"

SHE IS DUE TOMORROW

Great Steamship "Nebraskan" With Her Cargo of Pianos Reported in the Columbia.

It Is the Biggest Shipment Ever Received by a Single House, and We Are Getting Ready for It—Cut Out the Coupon.

This is the first large shipment of pianos to come round the Horn and is for the Eilers Piano House. Why? Because the Eilers is always working to further save on the cost of pianos, so that a still better piano can be sold for the price. And by bringing pianos here by water, we are saving thousands of dollars in freight alone. The pianos are so carefully packed that they will come in better condition than if they had traveled by rail.

To make room for all these new instruments and to clear out our old warehouse, in order to permit the Portland General Electric Company to occupy it, we are now making gigantic cuts on our entire line of fine pianos and organs.

THE PIANOS

Chickerings, Webers, Kimballs, Hazeltons, Lesters, Hobart M. Cables, Crowns, Haddorffs, Schumanns, Baileys, the Heinze, Ricca and many more that are the highest grade and very popular.

PRICES

The prices are the lowest at which we have ever offered these instruments, because we never before had such necessity for disposing of such a large number in so short a time. $128, $142, $164, $186 and $218 will buy pianos highly satisfactory in every sense of the word. These prices stand for just about half of the usual selling prices of the instruments and mean a saving to you of from $100 to $165.

COME NOW

A large number of pianos and fine parlor organs have already been sold at these prices. But a warehouse with a capacity for 700 instruments cannot be cleared out in a short time. There are plenty of as great bargains now, as any that have been secured.

If you are thinking of buying come now. It won't take long to convince you that this is your time. Scores of people who have called here since this sale began now possess the piano they have wanted.

The sooner you come, the better we will like it. We must get these pianos out of the way, and every reasonable concession in the nature of easy payments will be arranged in order to aid you further in your purchase.

Remember the attached coupon is good for just what it states on all these pianos, so do not forget to cut it out and bring it along.

Every instrument is fully guaranteed and money back if it fails to prove exactly as represented and does not suit. Eilers Piano House, 351 Washington street. Store open evenings during sale. Inquiries by mail promptly and carefully attended to.

CUT THIS OUT

WORTH $25 IN CASH FOR A PIANO

6-19-'04 Oregonian $6020.

$25 Advertising Test and Closing-Out Sale of Eilers Piano House $25

This coupon will be received at Eilers Piano House, No. 351 Washington street, Portland, and is good for the first or cash payment of

TWENTY-FIVE DOLLARS

Toward the purchase price of any one of our pianos during our advertising test and celebration sale. EILERS PIANO HOUSE.

NOTE.—We agree to accept this coupon exactly the same as cash on any piano in this sale, and monthly or weekly payments for the balance may be arranged for to suit the convenience of the buyer. Delivery of the instrument will be made immediately or at any time in the future.

HE MISSED HIS MINT JULEP

Colonel John P. Irish Attacks Management of Yosemite Park—Abe Ruff Builds Up Tammany Organization in San Francisco.

SAN FRANCISCO, June 15.—(Special correspondence.)—Colonel John P. Irish has come forward this week with an attack upon the management of Yosemite Park and Valley. The belligerent Colonel spared neither the Government nor the state in his invective before the State Board of Trade. The words of Irish are bound to have effect, as he is strangely influential at Washington. This was demonstrated to the California Representatives at Washington recently when they endeavored to have him removed from the position of naval officer at the Port of San Francisco, a position which entails no duties but pays $6000 a year. Colonel Irish charged the present State Valley Commissioners with allowing a saloon to operate in the Park, a saloon, moreover, the Colonel declared, at which he had been unable to get the only drink he cared for, a mint julep. Irish also told of the man who complained to the Federal authorities that the spruce trees were being cut for seed. The man, by the way, had been denied the privilege of erecting a sawmill in the Valley. Despite the absurdity of the accusation, Irish declares the Government spent over $2000 investigating. "It would have been just as sensible," said the Colonel, "to complain that the pine trees were being cut down for pineapples."

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Abe Ruef, who has been styled the "dictator of San Francisco," has departed for the East, where he will spend some weeks studying political methods. Ruef expects to be present at the St. Louis convention as a spectator and at Chicago as a delegate. He is an alternate to the Republican convention and may serve in place of John D. Spreckels, who is at present ill at his home in Southern California and unable to travel. Ruef was given a farewell banquet by his friends on Tuesday night. In many respects it was unique. The largest hall in the city was chosen for the event, the Mechanics Pavilion, and over 800 men sat at table. It was a reunion of the Ruef machine, and it was the magnitude of the body which has caused general surprise. Looking over the faces ranged along the banquet board, one might have beheld scores of city officials, from the Mayor down to hall janitors. San Francisco has come to realize that a second Tammany has grown up in her midst. Three years ago Ruef was not known in the political world.

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It is claimed for San Francisco at the present time that her population is 460,000. The basis for this is the new directory, just issued, which contains almost 300,000 names. The ratio of the census of 1900 to the numerical size of the directory of that year is applied in the present case. These figures are reinforced by the estimate of the Spring Valley Water Company, which early in the year placed the population of the city at between 450,000 and 460,000.

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The strange death of Captain Frederick Wild, U. S. A., has revealed further facts that throw a doubtful light on Presidio morals. It was given out at first that Captain Wild, who was a handsome bachelor, had accidentally shot himself, but a subsequent investigation led to the conclusion that he had committed suicide. Ever since his return from the Philippines, two years ago, Captain Wild had been a very close friends of Mrs. Evelyn Pittman, a dashing young woman. Mrs. Pittman lived in a beautifully furnished flat. Captain Wild and often spoke to his fellow officers of the heavy expense he was under and said that he had "hit up too hot a pace for an Army salary." The Captain was also a devoted friend of Mrs. Edith May Madden, the wife of Captain John Madden. Mrs. Madden figures in the most sensational divorce suit the state has known for several years. Among the co-respondents named in Captain Madden's application for divorce are "several officers unknown to petitioner."

It is well known that Captain Wild was driven to his death by his fear of certain revelations in connection with his manner of life.

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A cablegram from London has told of the climax of a love story of more than 13 years of devotion and constancy. Miss Anna Head, of San Francisco, only daughter of the late Addison Head, a multi-millionaire mining man, has become the bride of Lieutenant A. J. Mounteney-Jephson, a London society favorite, who was Stanley's hero and right-hand man in the second relief expedition into the heart of Africa in 1887. Jephson is also known as the author of several books on African travel and exploration.

The engagement of the explorer and the San Francisco belle was announced in 1892. It was at the time that Stanley was on the Coast on his lecture trip. But Miss Head's father would not allow her to marry a foreigner, and the engagement was broken. At the time Miss Head was 22 and Mr. Jephson 31. A few months ago Mr. Head, on his death bed, realizing that the two continued to love each other, gave his consent to the marriage. The Lieutenant was at the time seriously ill in England, and it was decided that Miss Head should cross the water for the ceremony. She went with her mother and helped to nurse Mr. Jephson back to health. Now, at the age of 43 and 34, the two have been united. At the ceremony were many Californians, who chanced to be in London. Among them were Mrs. Phoebe Hearst, Major and Mrs. Blackenbury and Orrin Peck, the artist.

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Biddy Bishop, the well-known fight promoter, was married this week in Berkeley to Miss Ada Glendon, of Seattle. Biddy will leave soon for Dawson, where he will match a bunch of boxers. His bride will go with him as far as Seattle and there await his return.

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The managers of the Toyo Kisen Kaisha Steamship Company are somewhat worried over the affairs of the line at this port. It has been found impossible to run ships during the war because of the excessive rates. General Manager Shiraishi is at present in this country making arrangements for the resumption of traffic. The problem is more complex than he believed it would be. There has all along been an understanding between the Toyo Kisen Kaisha, the Occidental & Oriental and the Pacific Mail as to wharfage and sailing dates. There has also been an inside agreement of which the public has not exact knowledge. The Toyo Kisen Kaisha, when it was forced to discontinue its service, released thereby all claims to consideration under the agreement. The Occidental & Oriental and the Pacific Mail have been working in the meantime under a new arrangement, and are not disposed to take the Toyo Kisen Kaisha in on equal footing. Manager Shiraishi has left for New York, where he will confer with Harriman.

Influences are at work on the Coast at the same time with the view of establishing here an international banking corporation, which shall deal in American and Japanese securities. It is generally believed that the Toyo Kisen Kaisha Steamship Company is financing the Japanese end of the concern. I. W. Hellman, the well-known capitalist, is credited with being interested in the project.

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It appears that there is to be no let-up in railroad work in California, for the present at least. When it was thought that the high-tide had been reached, news was received from Southern California that Harriman had ordered construction begun on a line in San Diego County, to connect with his Mexican road. This new line will be about 65 miles in length, and work on it will begin at once. The decision to build at the present time was reached after the Mexican government had given its assurances that certain franchises which Harriman desired would be granted.

Fun for Jerome.

New Haven Register.

"Reggie" Vanderbilt will think Philadelphia cold and heartless. His horses failed to take blue ribbons at the horse show yesterday, and he and his wife were socially ostracised. This will make District Attorney Jerome smile.