

HILL RUNS LINE TO MOUNTAINS OF RIVER

Magnate Said to Be Planning to Found Port Opposite Astoria.

FRANKFORT IS TO REVIVE

Grain From Washington Will Be Hauled to Docks at Deep Water and Empty Cars Returned Loaded With Shingles and Lumber.

Activity of Northern Pacific surveyors running a line from Kelso west to the mouth of the Columbia River, and who are being closely followed by right of way agents, who are securing necessary deeds, has aroused a good deal of speculation in railroad circles. The opinion is gaining ground that J. J. Hill intends to carry wheat from the Palouse fields to a point opposite Astoria and there load the grain on ships. He would then be able, it is said, to load his cars thus emptied with shingles and lumber from Southwestern Washington points for the East.

There is said to be no reason why Hill should unload his wheat at Astoria, Portland when he can quite as easily carry it down the river to the mouth of the river on a water grade at slight cost of operation of trains. By so doing it is said that Hill expects to escape the differential levied against this port by the shipowners' combine, which has resulted in the announcement of the Harriman lines that this charge will be absorbed by the railroad. This item amounts to 10, 15 or 20 cents a long ton of 2240 pounds and goes to every ton of grain transhipped from the interior at Portland for European ports.

By loading his ships nearer the sea, Mr. Hill expects to gain a considerable differential levied against Portland at present. The saving thus effected would mean a large item in a season's wheat hauling from the fields of Washington to the coast. The shingle and lumber output of Southwestern Washington could then be handled to advantage by Mr. Hill, for he would have control of the mouth of the river that would pick up shingle and lumber loads at the many points of manufacture between the river's mouth and Vancouver. This business is heavy and is on the increase.

"Mark my words, Portland will have cause to curse the day that Mr. Hill decided to bring his new road to Portland," said a railroad man who is in touch with the situation and who predicts that the completion of the road down the north bank and on to the Coast will mean the diversion of wheat shipments from this port. "The new Hill road will practically cut this place out of the leading wheat exporting ports of the country. Balance wheat will go past Portland in boxcars and by means of Hill's economical facilities for handling grain down the river and the probable doing away with the differential at the river's mouth, the Harriman will be forced to send wheat down the south shore of the Columbia to Astoria or Flavel."

"It will be up to Mr. Harriman to purchase the Astoria & Columbia River Railroad if he can do so, for the lines under his control cannot afford to keep on equipping the coast with this port if Mr. Hill ships grain from the river's mouth without the necessity for cutting 30 cents a ton off the freight charges from the interior."

Frankfort, a mere speck on the map on the Washington shore opposite Astoria, which once had aspirations to become a great port, is said to be again in the race because of the preparations to build the new Hill line down to the sea. The surveys indicate that this old townsite, lying next to both Hill and Harriman place where the Hill grain docks will be built.

This situation promises a contest between the river and the main line of the Astoria & Columbia River Railroad. If Mr. Hill's scheme works out as it is predicted it will, the property will be necessary for some time that negotiations have been carried on with A. B. Hammond, the owner of the Astoria road, by representatives of both the Harriman and Hill interests. It is believed that Hill has an option on the property and has held it for some time. There are reports that indicate the attempt of Harriman to secure the property. It is also stated on good authority that Hill has an option on the Corvallis & Eastern, the other Hammond property, which is the only railroad across the Coast Mountains to the sea between Portland and San Francisco.

A. B. Hammond will reach Portland early this week from his home in San Francisco and his visit is expected to have something to do with the confirmation of these rumors in regard to the desire on the part of both Hill and Harriman to snap up the route down the Columbia to the ocean.

All of this talk indicates that water grades down the Lower Columbia are to be in as sharp demand as similar surveys further up the river. That Mr. Hill intends to route a large part of his Western Washington produce up the north bank road and divert it from the haul over the Cascades is assured by the report that he will extend the line down the Columbia to Willapa Harbor. Lumber and other freights from that section will be brought over to the Columbia and hauled up the river over the Portland & Seattle.

ROADBED WILL BE IMPROVED
O. R. & N. to Spend Large Sum in Shortening Running Time.

Large sums of money are to be spent by the O. R. & N. this season in putting the main line in eight miles to the condition for speedy train service as well as to care for a heavy volume of freight traffic. Work has already been started and will be continued until the fall rains drive the construction gangs from their work. The plans now being worked out indicate that the line is being made ready to meet any competition the new Portland & Seattle Railway may bring against it.

Three work trains will be put to work tomorrow on ballasting the main line for a distance of 100 miles. The first work will begin at Huron and will be extended to La Grande. If the season will permit, the ballasting will be continued from Baker City to Huntington.

Warned by the costly experience of last winter, when the tracks were washed away for some distance beyond Pendleton, the route of the main line through the Blue Mountains will be changed somewhat in many places to escape the

mountain streams, and trestles will be done away with in many places by the substitution of earth and rock fills. Tunnels will be driven in some places and the line will be brought up to a high standard by the end of the summer.

Five locomotives and two steam shovels will begin work tomorrow in digging and hauling ballast from the gravel pits below Hilgard. Ninety cars are to be loaded daily with gravel that will be distributed along the line wherever needed from Huron eastward.

Many sidings are to be put in to accommodate the increased number of trains that are necessary over last year. This item alone will cost the O. R. & N. \$100,000.

Repair shops and other improvements at The Dalles will mean the expenditure of \$75,000 during the summer, and repair shops, roundhouses and other buildings at La Grande will cost from \$100,000 to \$125,000. All these betterments are to be accomplished this summer if possible.

General Manager O'Brien returned yesterday from a trip of inspection over the O. R. & N. lines, going as far East as Huntington. He confirms the improvements reported for the season and next winter in case men can be secured to do the work.

WILL TAKE NO MORE LUMBER

Southern Pacific Has 5000 Carloads in Yards at San Francisco.

Until further notice, the Southern Pacific will refuse lumber shipments for San Francisco and Oakland because of the congestion of traffic at the Bay City, where it is said 5000 cars are piled up awaiting unloading. Concessions are unable to provide places for the storage of the contents of these cars and the railroad is forced to stop the receipt of cars for the South.

The congestion in California has helped in the creation of a car shortage in this state that has caused complaint among shippers of all classes, particularly those interested in the lumber business. Large numbers of loaded cars were sent to San Francisco and as they were held, with their loads, the supply here was cut short. No definite time for the raising of the blockade on lumber shipments to California is announced.

CAPITALISTS RETURN SOUTH

Support Promised C. E. Loss' United Railways Project.

The group of capitalists attracted to Portland by C. E. Loss, who seeks to interest them in the United Railways proposition, returned to California last night, after looking over conditions here. Mr. Loss will remain in the city to superintend the carrying out of the United Railways project.

Those interested in financing the scheme say that success has attended their efforts and everything seems favorable to the carrying out of the propositions originally started by J. W. Evans, of Los Angeles. Mr. Loss states he will head the subscription with from \$50,000 to \$100,000 and others interested will do likewise. The bonds, it is said, will be taken by financial interests outside of the usual channel of New York trust company financing.

New Rate on Iowa Plaster.

A new rate on plaster will probably be published within a short time by the O. R. & N. Company from Fort Dodge, Iowa, to Portland. The present tariff will be somewhat reduced and the rate on plaster in carloads between the two points will be made 40 cents a 100 pounds.

RABBI IS NOT YET CHOSEN

Beth Israel Has Difficulty in Finding Dr. Wise's Successor.

A successor to Rabbi Stephen Wise is to be chosen at Temple Beth Israel, but the fact that any one will be chosen is making it a bit hard for the congregation to find a suitable pastor to fill this important post. Rabbi Wise leaves in September, but he has no suitable successor has been found and it is a question whether one who will be entirely acceptable will be named by the date of his departure.

There is a strong contest among the board members for a young man for this position, and a sharp lookout is being kept by them for a member of the younger set of rabbis who will be considered a suitable pastor for the congregation. When any of the prominent members of the congregation have occasion to take an eastern trip, visits are made to all convenient points, and sermons by possible candidates are listened to, but so far without results.

"These younger men will not come out here on a visit," said a prominent trustee yesterday, "and one can hardly blame them, for if they are not accepted it appears to be a reflection on their ability. But we are going slow, for we would rather be without a rabbi for a while than to act hastily and get some one who was not pleasing to the congregation. I guess we have been spoiled by having Dr. Wise so long," he added.

Plays Many Parts in His Career as Member of Lyric Stock Company.

THE Lyric Stock Company is a unique institution in town.

They have played here without interruption at the present house for 18 months continuously, averaging 24 shows a week. In 18 months there are 75 weeks—so the Lyric has given 1872 consecutive shows in this time—most of the time, including weekdays and Sundays, giving three shows a day, one in the afternoon and two in the evening. This gives an idea of the offerings to the public, and it may be said that the Lyric Theater has built up a steady, regular patronage.

As Mr. Ashton, of the company, said the other day: "The public seem to like these high-class plays, and the strong plays far better than slap-stick stuff, and it is far more substantial and lasting in its nature and influence. This company is putting in better and better plays all the time."

Charles Connors will do for a fair sample of the stock actor who is in the Lyric Stock Company. He has played in the Lyric Company for the last eight months in 35 bills. At Walla Walla he was cast in 44 plays in 52 weeks.

That was his longest quick-change record. But he once played 39 bills in eight weeks, and he has been in the Lyric Stock Company for the last eight months in 35 bills. At Walla Walla he was cast in 44 plays in 52 weeks.

encounter ordinarily in stock companies. The acting is very good. The artistic conceptions of the players are all that can be desired, and the appreciative spirit of the audience is something to be proud of. The Lyric was started by Keating and Flood, and there was some doubt at the time whether or not it could be run successfully as anything but a vaudeville house. It has been signally and uniquely successful as a stock house, where anyone can go with comfort and pleasure. Its patronage is increasing and it deserves it.

The honest enthusiasm of the actors and the intimate attitude of the patrons with respect to the various members of the cast are uncommon characteristics of these Lyric stock representations.

ELECTROCUTED AT TOP OF HIGH POLE

James E. Bannister, Electric Lineman, Killed by Live Wire.

MANY VIEW GHASTLY SIGHT

Body Hangs by Leg for Twenty Minutes Before It Can Be Removed.

Man's Wife Died Two Years Ago to the Day.

James E. Bannister, a lineman employed by the city, met a horrible death by touching a live wire at the top of a pole

the City Hall, was the only witness of the tragedy. In company with Miss Harriet Hibbard she had been watching Bannister at work, but Miss Hibbard was not looking when the accident occurred. The two women had been discussing the danger which the man was in and at last Miss Hibbard left the window, saying that she was afraid something would happen, and that she was too nervous to watch him longer. Miss Hibbard recognized Bannister, as she is employed in the office of the City Messenger and De-

livery Company, where she had often seen him.

"It was just after Miss Hibbard left the window," said Mrs. Mitchell, "that the accident occurred. The lineman had only been on the pole a few minutes and was pounding something with a pair of pliers. I was looking right at him when suddenly his head fell

back and one leg dropped limply away from the pole. I realized at once that he had touched a live wire and started to give the alarm but I was too late. He had one arm around the pole, which kept him from falling at first, but the next time I looked the body was suspended by one leg."

Miss Hibbard heard her companion scream and soon discovered what was wrong. She called out to the patrol wagon, which arrived on the scene some time ahead of the ladder wagon. The latter was called by Chief Campbell, who had been notified of the accident by City Hall Patrolman Kilian.

Bannister was 48 years of age and a widower, his wife having died two years ago yesterday. His residence was at Sellwood, where he had lived for several years. He leaves three children, two sons, aged 15 and 12 years, and a daughter, aged 10 years. No funeral arrangements have yet been made.

PIANOLAS IN SCHOOLS
National Educators' Convention Discusses Change in Study of Music.

CHICAGO, Ill., July 21.—(Special.)—Great interest is manifested in the gathering of educators of National reputation, who are now in session at the National Summer School here. The teachers are considering several plans for the advancement of their pupils, some of them of such a radical nature as to arouse the keenest interest not only among the educators but among parents.

One of the plans under discussion is to make a complete change in the teaching of music. Generally speaking, the old way has been to teach pupils to sing whether they were gifted with voices or not. The new idea is to take in instrumental music, and the proposition is that the wonderful Pianola be used in the educational institutions.

This movement has the strong backing of United States Commissioner of Education William T. Harris, who predicts that a new era in American musical education will dawn when the pupils of the public schools learn to listen intelligently to the great musical masterpieces rendered by the aid of the Metrolite Pianola.

The Metrolite Pianola is the only instrument which has received the serious attention of the world's greatest music masters and artists. It is the only player having the wonderful Metrolite device by means of which anyone, without the slightest knowledge of music, can render the most difficult composition as would a virtuoso.

The Pianola is already being used in many private schools for this purpose, and in such colleges as Columbia, Vassar and Harvard. Commissioner Harris would like to see it used in the general exercises of all public schools, so that pupils may rapidly acquire a knowledge of the styles of the world's foremost composers and the ability to recognize and enjoy them.

Sir Gilbert Parker, the novelist likes to go from one room to another, writing a little in each and a little in each. He also has a business for changing chairs while composing.

EASTERN EXCURSION RATES
August 7, 8, 9, September 8 and 10.

On the above dates the Great Northern Railway has an excursion to Chicago and return at rate of \$11.50, St. Louis and return \$6.50, St. Paul, Minneapolis and Duluth, Superior, or Sioux City and return, \$6.00. Tickets first-class, good going via the Great Northern, returning same or any direct route, stop-overs allowed. For tickets, sleeping car reservations, or any additional information, call on or address H. Dickson, C. P. & T. A., 123 Third street, Portland.

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Portland Librarian Gives Her Impressions of Great Libraries of Europe.

NOT FOR THE MASSES

Miss Mary Frances Isom Returns From Trip Abroad After Which She Attended National Library Conference at Narragansett.

Miss Mary Frances Isom, of the Portland Library Association, is back after an absence of five months, during which time she has traveled abroad and visited a number of cities in this country. Miss Isom arrived in Portland Friday evening and looks the picture of health, after her long vacation. She did not go abroad with any definite idea of study, but during her travels she took occasion to visit all libraries which were included in her route, and this inspection has satisfied her that American methods in library work are not equalled anywhere in the world.

"We are more alive here and make the education of the people an object of our library work, while in the European cities which I visited, the libraries are intended only for the use of students and not for the public at large," she stated. "It made me compare conditions there with our own when I viewed the magnificent collections of books which in many instances were not being used by the masses. In one especially fine library I visited—it was in Vienna—this was brought to my notice by the fact that there were only six people in the building outside the attendants; two of these were writing letters, two looking over the comic supplements to the newspapers, and two were reading."

One of the most interesting of the many delightful people I met while abroad was Dr. Biagi, of the Laurentian Library in Florence. He speaks English very well and is much interested in American library methods. He has a petition before the King at present for the establishment of a library school in Rome with American teachers, and he warmly advocated the establishment of children's departments in all the libraries in Italy.

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Arriving in America the last of June, she immediately went to Narragansett Pier to attend the annual Library Conference and reports a splendid meeting, with an attendance of over 100 delegates. "There was a literary flavor to this meeting," she said, "which is always quite possible in New England, and which we all enjoyed so much. Many well-known authors were there and read papers. That reminds me—while I was visiting foreign libraries, invariably I would be greeted by the librarian to whom my card was handed with: 'Oh, yes, that is the place where the conference met last summer—Portland!' showing that they all kept touch with what we were doing here."

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Mr. John Van Zante, who has served as president since the organization of the association, was unanimously re-elected, and Mrs. Winnie Skelton Foster was elected secretary.

After disposing of the splendid picnic luncheon spread on the mossy crest of Union Knoll, beneath the natural canopy of the forest—an appropriate place for a gathering of orphans—letters of greeting were read from those not present, and an informal program was rendered. The meeting then adjourned to meet around that beloved friend of former days, Dr. Charles Edward Locke, after his lecture at the Auditorium.

Those present were: Dr. R. J. Hoadley, Professor A. E. Breece, Mrs. Alice Ashby Webster, Mrs. O. E. Deane, Mr. C. W. Tenney, Mr. and Mrs. Herbert Foster, Mr. and Mrs. O. V. White, Mr. and Mrs. Perry F. Chandler, Mr. and Mrs. V. E. Perry, Mrs. Gertrude Foster, Mrs. Mapie, Mrs. Kerrigan Riner, Mrs. Lulu Rinehart Myers, Mrs. L. A. Road, Miss Anderson, Miss Laura Thompson, Miss Ada Rider, Miss Flossie Mac Ross, Miss Ada Taylor, Miss Mary B. Talbert, Miss Nellie M. Hutton, Miss Ada C. McLaughlin, Messrs. John Van Zante, J. Morley Hoag, E. A. Dunlap, L. T. Anderson, C. L. Case, Archie Constable, Mrs. W. McLaughlin.

Letters of greeting were read from: Professor L. L. Bush, Mrs. D. B. Smith, Mr. and Mrs. Robert Carey, Mr. and Mrs. V. H. Smith, Mr. and Mrs. Bruce G. Worrell, Mrs. Emily Thomas Phillips, Mrs. Lillian Preston Doty, Misses Josie Hale Bush, Ada Foster, Mrs. J. W. Doane, Messrs. Dorsey M. Hill, Carey H. Jenkins, Fred C. Whitten, F. C. Dunlap.

Dr. Everest Has a Rejoinder.
PORTLAND, July 21.—(To the Editor.)—In the Oregonian of this date John M. Laue has some remarks in answer to my open letter to the Secretary of the State Board of Pharmacy. Of any personal remarks I shall take no notice, for such is entirely foreign to my purpose in writing the open letter that you published.

It matters not to the general public or the druggists that suggest the statute whether I am a "druggist" or not, but the interpretation of the present pharmacy law is of vast interest and importance to us all, except to the general public, who are not so long as he can sell drugs and poisons undisturbed. I have no personal quarrel against Mr. Laue or any other member of the Pharmacy Board. As a member of the board, he becomes a public servant, and the public has a right to ask for an accounting of his stewardship. I venture to say that there are not more than a dozen druggists of Oregon who would not be glad to read the interpretation by the Board of Pharmacy, of the Oregon State Pharmacy Law.

It is not necessary for me to repeat the statements and questions contained in my open letter and the evasion of them is virtually admitting my position as correct. Such a course seems to be as much as to say that the present law is ineffective and that the Pharmacy Board is not to be valued to the druggist or the general public.

DR. ERNEST EVEREST.
Presbyterians Get Injunction.

NASHVILLE, July 21.—Judge Childress, of the Circuit Court, today granted an injunction restraining all of those who claim to be still Cumberland Presbyterians from interfering in any way with the services, property or jurisdiction of the Presbyterians of this state, known as the Cumberland Presbyterians.

Valet Robs Steel Magnate.
PITTSBURG, July 21.—Something of a sensation was created here over the report of a robbery yesterday at the home of Alexander R. Peacock, formerly a prominent official of the Carnegie Steel Company. The house, it is said, was

practically ransacked, and jewelry and other valuable aggregating in the thousands of dollars stolen. Frederick Bennett, a trusted valet of Mr. Peacock, has disappeared and an information charging him with larceny has been sworn out.

THEY MUST GO QUICK.
Ladies' wash suits made of percale, \$2.50 kind at \$1.00; dimity, \$4.00 kind, at \$1.95; crash, \$5.00 kind, at \$2.95; Swiss, \$7.00 kind, at \$3.50. Le Palais Royal, 375 Washington.

Red Eyes and Eyelids, Weak Eyes
And tired eyes need Murine Eye Tonic.

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