Keats' Machine Goes in Ditch and Six Occupants Have Narrow Escape.

ROADS STEEP, OR DUSTY

Inman Gets Off Course, Parmer's Horse Runs Away, and Mailcarrier Is Forced Off Grade. Results of the Competition.

WINNERS OF PRIZES IN THE EN-DERANCE RUN

Sweepstakes prize—Pope Hartford, Kears Auto Co., owner; Gill, driver, Class A. \$2500 and over—Pope Hart-Keats Auto Co., owner; Gill,

Class B. \$1500 to \$2500 Cadillac, H. M. Cover, owner; Smith, driver, Class C. \$1500 and under-Reo, F. A. Bonnetl, owner; Perkins, driver lass D. runaboute-Buick, Keats Auto Co., owner; Dodd, driver.

\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*

driver: 14% gallons; economy score 23; score 1000.

Stoddard-Dayton, F. J. Balay, August Scheich driver, 11 gallone; economy score, 25.2; score 1000. Ford, F. P. Baumgariner, driven by owner,

14 gallons: economy score 29; score 1660.
White Steamer, J. B. Kelley, Billy Christriver: 2015, gallons; economy score, 31.5; score 1600.
Stevens Duryes, I. N. Greenley: 1815 gal-

ions; economy score 34.9; more 995; penaliza-tion 5 minutes for changing spark plug. Royal Tourbst, F. 8. Stanioy; 13 galions; economy score, 21.1; ecore, 287; penalization 15 minutes stopping car for water and oil.

Class B Touring Cars.

(Price \$1500 to \$2500.)

Cadillac, Covey & Wallace, Smith driver, Big gallons, economy acore, 23.5; score 1000. Mitchell, C. A. Puariea, driven by owner, il gallons; economy ecore, 25.0; score, 1000. Mitchell, C. I. Howe, driven by owner.

Class C Touring Cars.

penalization, 3 minutes, nut off, carburstien rod.

gallons; economy score, 33.0;

Ford, F. A. Bennett, G. Holman, driver:

penalization, 124 minutes, lost gas and spark

CARS FORCE HIM OFF GRADE

Rural Mailcarrier Complains of Ac-

tion of Contestants.

OREGON CITY, Or., July 27 .- (Special.)

Carrier Hendricks narrowly escaped being thrown to the foot of the bluff. The road

machines to stop and allow him to pass, but the chauffeurs paid no attention to his signals and came straight on. The horse

became frightened and backed off the edge of the bluff, falling 20 feet. The automobiles proceeded, without stopping to see what injury had been sus-tained. Hendricks came to Oregon City

and swore to a complaint against the drivers, but Judge Stipp and Judge Dimick

were not in the city and a warrant could

not be issued, and it was discovered that the machines would not return through Oregon City. Both autos were in the

endurance run from Portland to Salem and return. One of the machines was No.

8 in the race, but Hendricks could not get the entrance number of the other

INCIDENTS OF THE ROAD RUN

Farmer's Horse Runs Away-In-

man Goes 15 Miles Out of Course.

comparatively few penalties imposed, and these occasioned principally by leaky water reservoirs, the first automobile to

when R. D. Inman's Thomas flyer, en-tered as No. 10 in the contest, came puffing up. No. 2, the first car out on the back trip left the hotel promptly at 12:30 o'clock, on schedule time and the

ident, which distance he covered in less

Many farm teams were encountered

Six men came within a hair's breadth of being killed in the automobile endurance run of 125 miles from Portland to Salem and return yesterday. Gustavus C. Moser. Assistant District Attorney; S. Davidson Stoddard, of Connecticut; J. W. Blanc, of Alberta, Canada; H. W. Palfornetin, of Chancey Channes Relbenstein Chicago: mas, of New York City, and H. L. Keats, of this city, were in machine No and leading the race with a Keats

As the machine was coasting down a steep hill just south of Oregon City and going at a terrific pace, the left front tire hit a sharp rock, exploded, and an instant later the machine with six men in it plunged over the side of the road, struck a stump, shattered it under the front axle and plunged on down into a second stump over four feet across into which it buried its still racing entire and stored with a great. The medical production of the standard stored with a great. gine, and stopped with a crash. The meh were badly shaken up but none seriously injured. Two hours' work got the machine back on the road and the tire repaired so that No. I. though starting from Portland first, entered Salem nine-teenth, the next to the last car in. Only the bester decision and cool nerve of the instant decision and cool nerve of Mr. Keats saved himself and his five guests from going to the morgue or the

94 gallone; economy score, 21.7; score, 892, penalization, 8 minutes for changing spark of Seventh and Everett streets at intervals of four minutes each. The run was not for speed, but to test the stay-Cadillac, Covey & Wallace: 915 gallone: economy acore, 25.1; score, 980; penalization, 10 minutes for water. ing powers of the various cars, and ally of the engines. The fules pro vided that no engine could be supped between Portland and Salem, and be-tween Salem and Portland on the return (\$1500 and under.)
Reo. F. A. Bennett, Joe Perkins, driver; \$4
gallons; economy score, 25.7; score, 1000.
Reo. F. A. Bennett, Chas. Atwood, driver;
8 gallons; economy score, 25.8; score, 1000.
Cadillar, Covey & Wallace, H. M. Covey,
driver; 64; gallons; sconomy score, 20.9; score,
809; penelization, I minute adjusting cartip, without a heavy panalty in points nless the watcher on each car gave per-nlasion to avoid an accident or for ther reasons of the road that did not involve any attention to the engine itself Accidents to tires and delays from that

#### Valley Roads Are Bad.

The route ied up the river road to Oregon City, and through Aurora and Woodburn to Salem. The return route was from Salem through Hopewell to McMinnville, where each car registered; then by way of Newberg, the Slavin road and Corbert Street to the starting point. and Corbett street to the starting point at Seventh and Everett in Portland. The total distance was 15 miles. Worse roads in good weather could hardly be invented. When not steep and rocky they were from six to twelve inches deep with dust. Not over a total of three miles of good road was encountered on the entire trip.

Under the severe strain many of the Under the severe atrain many of the Thomas, R. D. Inman, owner, finished

machines broke down, but all at last managed to get back to Portland. Several finished with perfect scores of 1000 points, and the merits hinged on the small difference in the amount of gasoline each machine burned in proportion to the load it carried. Before starting each car was weighed, and its amount of gasoline measured. The same was repeated when each machine reported at the starting point. A stop of one hour and a half and five gallons of gasoline were allowed each machine at Salem, but no repairs or adjustments of machinery were permitted.

#### List of Entries.

The list of entries was as follows: 20-horsepower, 4 passengers, ca-gasoline tank, 12 gallons; owner, A. Bennett.

Reo. 20-horsepower, 4 passengers, capacity, 12; F. A. Bennett.
Ford, N., 15-horsepower, 2 passengers, capacity, 9; F. A. Bennett. wer, 2 passengers, capacity, 9; F. A. Bennett. "G" Cadillac, 20-horsepower, 4 passengers, capacity 16; H. M. Covey.
"G" Cadillac, 20-horsepower, 4 passen-

gers, capacity, 16; H. M. Covey, "M" Cadillac, 10-horsepower, 4 passengers, capacity, 7; H. M. Covey.
"F" Stoddard Dayton, 30-35-horsepower, or 5 passengers, capacity, 15; F. J.

Raley.

U. Stevens-Duryea, 25-horsepower, passenger, capacity, 21; Louis N. Greenley.

G. Royal, tourist, 45-horsepower, 4 passengers, capacity, 24; F. S. Stanley.

F. Mitchell, 35-horsepower, 5 passengers, capacity, 175; C. A. Puarlen.

F. Mitchell, 35-horsepower, 5 passengers.

capacity, 174; C. L. Howe. Stoddard Dayton, 30-55-horsepower; H. A. Burgess car, 1907, 10-horsepower, 2 passes gers, capacity, 8; C. P. Fisher.
K. Ford. 40-horsepower, 5 passengers, expacity, 15; P. P. Baundgartner.
Mattheson 30-35-horsepower, 7 passen-

gers, capacity, 25; H. L. Keats Auto Company, per M. A. Gill.

reach this city in the endurance contest was car No. 2, a Ford runabout, driven by Baumgartner, which pulled up at the Willamette Hotel at 10:35 A. M. just two hours and 25 minutes from Portland. The other entries scattered along at intervals of two to ten minutes until 12:55 oclock L. Pope Hartford, 35-30-horsepower, 5 of two to ten minutes until 12:58 o'clock passengers, capacity, 15; H. L. Keats Auto Company, per M. A. Gill. Thomas runabout, 60-horsepower, 2 pas-sengers, capacity, 18; R. D. Inman.

#### Order of Arriving in Salem.

The cars arrived in Salem in the following order: No. 2 at 10:35, 5 at 10:36, 4 at 10:38, 3 at 10:36, 6 at 11, 7 at 11, 9 at 11:25,. befell Harry Ceats' Matheson tourist-car 8 at 13:25, 13 at 13:28, 13 at 13:38, 17 at 13:31, in the neighborhood of New Eya. Mr 12 at 13:30, 15 at 13:41, 20 at 13:55, 19 at 13:56, inman, in his powerful racer, was mis

16 at 11:55, 18 at 11:57, 1 at 12:01, 14 at 12:10, 18 at 11:55, 18 at 11:57, 1 at 12:01, 14 at 12:10, 19 at 12:53.

Seven cups, ranging in value from \$250 down, are to be awarded the various windown, are to be awarded the various windown. The successful contestants, after all the points for and against had been calculated by the property of the will amount of the Williamette Hotel with over \$2 miles to his credit, and without accessions. ed late last night, were:

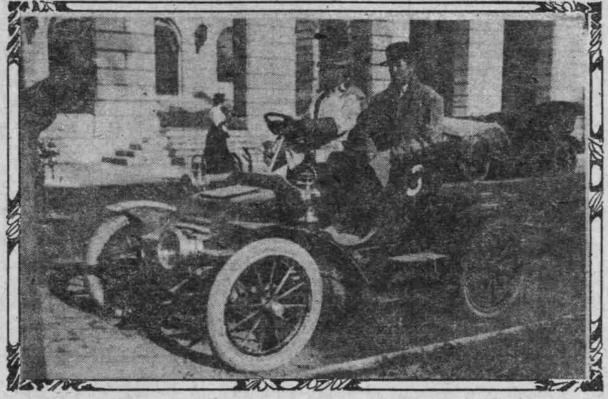
#### Class A Touring Cars.

Pape Hartford, Kests Auto Co., W. A. Grill river! gasoline consumption. St. gallons: conomy score, 21.7; score, 1900.

Mathy tally testins were encountered that some were encountered that says along the route opposite Gervais when a farmer's horse became frightened at the big Royal Matheson, Kests Auto Co., H. L. Kests tourist, No. 2. It shied into the gutter street. Pape Hartford, Kents Auto Co., W. A. Gill driver: gasoline consumption, 2% gallons; economy scare, 21.7; score, 1000.

ROUTE OF THE AUTOMOBILE RACES AND TWO OF THE CARS THAT MADE THE RUN TO SALEM AND RETURN





RUNABOUT, DRIVEN BY C. F. F ISHER.

and ran the vehicle upon a stump which broke the traces and released the anima after dragging the driver over the dash-board, the horse took flight in the opposite direction until met by No. 8. Steven's Duryen, driven by Greenley, when it turned tall and ran back again and was caught. Only six minutes was lost because of this incident. All drivers and because of this incident. All drivers and observers report rough roads and deep dust but the weather was excellent and good time was made by all machines. The machines and their occupants were cheered lustily by spectators along the entire route and hundreds of people awaited their arrival and departure at this turning station.

President Downing Enthusiastic at Yesterday's Results.

SALEM, Or., July 26 .- (Special., President W. H. Downing, of the State Board of Agriculture, witnessed the arrival and departure of the string of automobiles entered in the Portland-Salem endurance contest and became so enthused in the sport that he has decided to arrange for an automobile race, or series of races, in connection with the state fair, and he will take the matter up with the officials of the Portland Automobile Club right away. He proposes to hang up a prize of \$100 for the winner of the race, and pro--Automobiles Nos. 341 and 392 from Port-land ran the United States rural mail delivery wagon on Route No. 6 over a bluff near New Bra at noon today, and portionate purses for second and third winners, respectively. He received much encouragement from the owners and drivers of the machines, whom he approached here, and all signified their willingness to enter into such a conis extremely narrow. Hendricks was carrying mail and motioned the oncoming test if the proper handleaps could be arranged.

#### PERSONAL MENTION.

B. Stearns, a capitalist of Ocean Park, is in Portland for an over-Sunday

Mrs. J. H. Pomerov and daughter Emfly, of Palo Alto, Cal., are the guests of Mrs. A. F. Wheeler, 551 Rodney avenue. Mrs. J. W. Bowers, formerly Marie F. Gantenbein, of Philadelphia, is visiting her sister, Mrs. B. Hagedon, at Sea Vlew, Wash.

T. C. Starett, of Detroit, Mich., who is heavily interested in Oregon timber, is a guest at the Portland for a few days. He is accompanied by his son.

Mrs. Virgil Gay Bogue, formerly of Portland, but now of San Francisco, is in the city for a short visit and will be at the Portland Hotel until Monday.

George W. Austin, of Oakland, Cal., and his bride are spending their honey-moon in Portland, having been sojourning at the Portland Hotel for the last week Mr. Adstin is a leading real estate agent "across the bay" and expresses great admiration for the progressiveness and evidences of prosperity seen in this city.

Edgar O. Campbell, M. D., Presbyterian missionary to St. Lawrence island, near Nome, Alaska, passed through Portland yesterday with his wife, on his way back to his field of labor, having been away on a vacation for a year. He will go north from Seattle on a revenue cutter. Dr. Campbell took up his work in the north five years ago, and is now a teacher at the Government School on St. Lawrence Island, and besides having charge the mission station, conducts an or-

CHICAGO, July 27 .- (Special.) -- Oregon people at Chicago hotels: From Portland-M. J. Gilmartin, From Portland-M. J. Gilmartin, Miss B. Wagenblast, at the Auditorium; Ed Schmidt, N. C. Parker and wife, at at the Palmer House. From Pendleton-Jack Wohlberg, at

his summer outfit be'll find at the lowest price at Robinson & Co.'s sale. See section 1, page 10.

Whatever a man needs to complete

Metzger's spectacles, \$1, 342 Washington fair caused a great sensation, and profi

**Evangelist Becomes Crusader** Against Tongues of Fire.

Will Carry Into the Pulpit Fight on Sects Begun at Holiness Association Campmeeting.

The sensation created at the business meeting of the Oregon Holiness Association last Wednesday, when Rev. E. A. Ross, a noted evangelist of Los Angeles, made a savage attack on the Tongues of Fire sect and demanded that its mem-bers be barred from the rolls of the Holiness Association, has become a topic for much discussion among Portland

A resolution to censure the "Tongues A resolution to censure the Tongues was defeated and Mr. Ross left the campmeeting grounds, vowing he would have nothing further to do with the organization because it countenanced the radical and fanatic band, at least by

Mr. Ross, who is one of the most wide y known evangelists on the Pacific Coast, and who has preached in hundreds of cities and towns from Kentucky to Alaska, is to leave for his home in the City of the Angels next Tuesday. Tomor-doings of this sect, telling of its incep-tion in Los Angeles and its present ac-tivity in Portland and other cities on the Coast. He will denounce it, he says. in the most emphatic language, and will explain why he is opposed to it.
At the business meeting of the Holineas Association, which is an interdenomina-

tional organization, the battle raged flercely over the Tongues of Fire sect, Mr. Ross leading the opposition and Rev. C. D. Sawtelle, superintendent of the local branch of the Christian and Mis-siouary Alliance, taking sides with those who opposed denouncing the Tongues.

Trouble Began at Canby.

Leading up to the battle of last Wednesday at the big campmeeting of the Holiness Association, is a story that deals with the Methodist Episcopal camp. meeting, just closed. Mr. Ross preached at Canby, and attacked the Tongues of Fire. Mr. Sawtelle was present, and took issue with the evangelist, asking him not to make any attack on the Tongues of Fire, should he he asked to preach at the Holiness Association meetings. Mr. Ross, being greatly opposed to the sect, did not promise to remain silent. Instead, he determined to have something to

The dues for membership in the Oregon Hollness Association are \$1, and Mr. Ross became a paid-up member. He was therefore in a position to take part in the business meeting. It was then that the battle between the opposing elements was fought. Mr. Ross spoke briefly, but to the point, against the Tongues of Fire, and in a voice loud enough to attract a large crowd to the place. President La-Grande Baldwin suggested that the crowd was getting too large for a business meeting, but Mr. Ross replied by saying that he had nothing to conceal and did not care how many outsiders came. Mr. Sawtelle and his supporters, however, won the day, and the resolution to nearby cool resort. ensure the Tongues of Fire did not

Mr. Ross then withdrew, but the af-

time. The withdrawal of the noted evangelist was the all-absorbing topic, and has continued to be since. The announcement that Mr. Ross will denounce the Tongues of Fire sect in scathing terms from the Peniel Mission platform tomorrow night promises to attract a crowd to that meet-

ing.
Mr. Ross is scheduled to speak in many pulpits in the Southland soon, or he would remain in Portland a while and assist in a campmeeting project that was set on foot this week REFUSES TO BE SILENCED to counteract the influences of the meetings conducted by the Tongues of Fire in the Brooklyn district. He was urged to remain and deliver a series of sermons exposing the sect. but could not because of other pressing engagements.
He will preach this morning at the

Sunnyside Methodist Episcopal Church, and it is expected that he will de-nounce the Tongues of Fire sect from the pulpit of that church.

#### HE CAN TRANSMUTE METAL

Sir William Ramsay Changes Copper Into Lithlum.

LONDON, July 27.—Sir William Ramsey, the distinguished chemist, has promised to communicate in writing in the near, future to the chemical society the results of his researches into radium emanations. In this connection the announcement is made that he has succeeded in degrading copper to the first member of its family—that is lithium. The Lancet today says the discovery marks an epoch in the history of chemical sciences and believes it is a realization of the transmutation of metals. nouncement is likely to reawaken the scussion of the transmutation of elements, which raged a year or so ago, when several prominent scientists repudiated the transmutation idea, while others just as strongly supported it. Sir William Ramsey himself modestly disclaims ability to transmute elements, but he believes that the result of the degradation of copper will be of far reaching importance.

Battle Dates of Mexican War.

PORTLAND, July 27 .- (To the Editor.)—Recently in a mixed company of old and young the Mexican war came up for discussion, and there was much confusion of information as to dates of battles, who was in command and in what order the pattles were fought. Perhaps some of your young-er readers would like a list of engage-ments and the dates of their occur-

The first four battles were fought under General Taylor and the re mainder under General Scott; Pale Alto, May 8, 1846; Resaca de la Palma 22, 23, 1846; Buena Vista, February 22, 23, 24, 1847; slege of Vera Cruz, Marco 9 to 27, 1847, with capture and surrender of Fort San Juan de Ulloa; Cerro Gordo, April 18, 1847; Contreras, August 20, 1847; San Antonio evacuat-ed, August 20 ed, August 20, 1847; Churubuseo, August 20, 1847; Molino del Rey, September 8, 1847; Chapultepec, September 12, 13, 1847; surrender of City of Mexi-co. September 14, 1847. All history is to be rewritten, corrected, so far as may be, and con densed. LEVI W. MYERS.

Bourne Takes Vacation.

WASHINGTON, D. C., July 27 .- Senator Bourne left Washington today for a brief vacation at Deer Park, Md. This is the first time the Senator has been out of Washington since he arrived last December. The protracted hot spell has made Washington very uncomfortable and the Senator decided to take a short rest in a

Seven-jewel Eigin watch, 16 size, 20-year case, \$9.75, Metzger, 242 Washington street. A full-grown elephant weighs on an average 6,000 pounds, or as much as six horses. Metager sells diamonds at 10 per cent

RAILROAD WAR FOR DESCHUTES GRADE

Big Interests Clash Over Only Water-Level Route Into Central Oregon.

HARRIMAN IS CHECKMATED

Has Survey Completed, but Is Not Ready to Build and Oregon an Independent

impending railroad war in this state is to be a contest between con-tending interests for the control of the Deschutes water grade, from the junction of that stream with the Columbia to the interior of Oregon. This route alone, way railroad engineers, offers the key to the big Central Oregon country, where possibilities are very great in develop-

ment

Harriman already has a survey running up the Deschutes. When construction will be begun is, as always with
Harriman projects in Oregon, a hard
matter to predict. The Oregon Trunk
Line, a proposed road mapped out by
Seattle capitalists, has progressed beyond
the paper stage and construction materials are being assembled to commence
work. Property lying well in the interlor of the state is being bought by this

Now comes a third aspirant for the Deschutes gateway into the interior of the state and the big country tributary to that valley. This is the Mount Hood Power & Railway Company. J. E. Gardner, chief engineer, will return tonight from a trip extending over several weeks into the interlor, in which he made reconnolsance eastward beyond the Cascades and well into Central Oregon. He was accompanied by a surveying gang and found that the present eastern terminus of the Mount Hood survey, lying east of the summit of the Cascade Mountains, which are crossed at easy grades, can be connected up easily by a track ner, chief engineer, will return tonigh

ior. It is almost impossible to reach this section by any other route. Extension of the Columbia Southern south can be plainer than this law, and I from Shaniba is impossible to reach the sound of the "histle." Nothing tension of the Columbia Southern south from Shaniko is impracticable by reason of the rough nature of the country. But by following the Deschutes, an easy path may be found to the wide neasy path may be found to the wide neglect to enforce the law, consequently the captains instead of going slow along the river will be easy, it is said. son of the rough nature of the country. But by following the Deschutes, an easy path may be found to the wide plains of Central Oregon. Construction along the river will be easy, it is said, far easier than the work along the Country.

in the field for the Doschutes grades the Columbia River and San Francisco promises to grow highly interesting as time passes. There is an easy crossing of the Columbia River available at the mouth of the Deschutes where a bridge can be thrown across the former stream if desirable to connect the Oregon Trunk finely. You have saved time and coal."

with the Hill lines if the project is taken over by the Hill interests.

Eastern Oregon towns in the path of the proposed railroads promise to take on considerable importance by reason of the projected construction. Settlers are pouring into the interior and the reproach that Oregon has the greatest body of land isolated from railroad facilities in the United States promises to be lifted within the pext two years. within the next two years.

RATES TO EAST TO BE CUT

Transcontinental Lines Will Reduce - Fares Slightly.

Lower passenger rates from Portland to the East are promised by the trans-continental railroads, to take effect as soon as the official circulars are issued by the initial lines. Passenger officials of the different trans-continental roads are now at work lining up the new tariffs and the announcement will probably be made within a short time. While the reduction in fares will not be sweeping, it means a small saving to passengers. The present rate of \$51.50 for a first-class fare to Chicago from Portland will probably ! to \$48.75, while the rate to St. Louis will be \$45.50 instead of one present \$47.50 a rate which has been steadily maintained by the railroads for the past eight

years. The reason for the reductions is found in the laws in various Liddle Western states enforcing a two-cent a mile passenger rate. This has caused a reduction in the fare between St. Paul and Chicago from \$11.75 to \$8.75 and this diffference will affect through tickets from

A. L. Craig Revisits City.

A. L. Craig, general passenger agent for the Great Northern Railway, arrived in Portland last night for a few days' business visit. Mr. Craig is so well

## TWO IMPORTANT ORGAN CONTRACTS

OHEHALIS, WASH, AND LA GRANDE, OR., CHURCHES DE-CIDE UPON INCREASED MUSICAL EQUIPMENT

Kimball Organs of Latest Type to Be Built Upon Special Specifications for Each Edifice Eilers Piano House Secures Both Contracts, Making Nearly Sixty Now Upon Their List Representing Practically, a Complete Control in This Field Throughout the West.

Announcement has just been made of the placing of two more important organ contracts during the past few days, one by the First Presbyterian Church of Chehalis, Wash, who have given specifications for one of the large Kimball duplex tubular pneu-matic organs, of the latest design, to be installed with decorated pipes and case, which are to be finished in nar-

matic organs, of the latest design, to be installed with decorated pipes and case, which are to be finished in fiarmony with the interior of the new church. The second contract was placed by the Mormon Tabernacle, Ulmon Stake, of La Grande, Or. The specifications in this case also called for another large Kimbail Organ of the same type. Both organs were ordered through Eliers Piano House.

While many bids were submitted, and the keenest competition prevailed in the matter of these contracts, practically every house on the Pacific Coast, as well as a number of Eastern organ builders having submitted figures, the award in each case was made unanimously in favor of the Kimbail. Ellers Piano House have now installed nearly sixty of the largest and finest organs to be found on the Pacific Coast.

Kimball pipe organs are operated

work. Property lying well in the interior of the state is being bought by this line and it promises to be the first to lay track beside the rushing waters of the Deschutes.

The Oregon Trunk is popularly supposed to be a Hill road, but from the best data obtainable it is believed to be entirely independent of either the Hill or Harriman systems. There is no doubt that both these interests, however, have offered substantial sums for the rights already secured by the Oregon Trunk. These offers have so far been refused. The men behind the scheme have the ambition to break into the railroad magnate class and it looks now as if they would invade the precincts formerly believed to be sacred to Hill. Harriman and the rest of the railroad builders and railroad wreckers.

Mount Hood Road Seeks Route.

Now comes a third aspirant for the Northwest, and through their numer or titles practically handle the entire organs to be found on the Pacific Coast.

Kimball pips organs are operated under what is technically known as the duplex pneumatic system controlled by exclusive patents owned by the W. Kimball Company, of Chicago. Under this system all cumbrous springs, fianges, levers and other adjustable parts are eliminated. The action is opening and the other closing the valves, and so long as there is any wind in the instrument it is bound to operate. Another feature of the Kimball organs is their marvelously quick and responsive touch—much lighter hand the rest of the railroad builders and railroad wreckers.

Northwest, and through their numer out of the company throughout the entire organs business of the West.

known here that he is always heartly welcomed whenever his business brings him to Portland.

### WAS SPEED LAW IGNORED?

Mr. Doyle Endeavors to Place the Blame in Columbia Disaster,

PORTLAND, July 27 .- (To the Editor)-I know whereof I speak con-

tains, which are crossed at easy grades, can be connected up easily by a track extending into the Deschutes Valley and on into Eastern Oregon and even to the state boundary on the east.

When the Mount Hood road was first projected it is believed it had some other ultimate destination than a pleasure resort at the base of Mount Hood. Money was spent in finding a pass over the crest of the Cascades to the plains beyond and even before construction on the original survey is commenced, engineers are pushing further into the Eastern Oregon country.

It is said that railroad schemes are multiplying in the interior and that stakes are being so thickly set that one cannot travel in that section without stumbling over them. The numerous projects already set on foot would hinder rather than help the construction of a road to the long-neglected country now sought to be opened up, were it not for

jects already set on foot would hinder rather than help the construction of a road to the long-neglected country now sought to be opened up, were it not for the fact that the Harriman projects seem to need invariably the spur of tival roads to materialize. This is thought to be the only hope of the Central Oregon section in getting any help from the Harriman interests.

Why Deschutes Grade Is Desirable.

The Deschutes grade is doubly desirable by the railroads and the first to secure it to the exclusion of others will be fortunate. The river offers a water grade from the Columbia to the interlier. It is almost impossible to reach lord of the "histle." Nothing lar easier than the work along the Columbia accomplished by either the O. R. & N. or the Portiand & Seattle.

Water grades, admitting of long trains of freight, are very desirable to all rall-roads and such an entrance into Central Oregon is worth fighting for. The contest between the three projects already. times, with results as occasionally be-Oregon is worth fighting tor. The con-test between the three projects already in the field for the Deschutes grades the Columbia River and San Francisco

with the Hill lines if the project is taken | No mention was made of the extra risk taken with the innocent lives intrusted to his care, but the one important fact was that he saved a few dollars for the company

> of the Columbia is this: "When I heard the San Pedros whistle the Columbia was going full speed." Of course! Don't blame the captains, although Captain Doran had the fastest and finest vessel that ran on the Pacific Coast, and could easily get out of the ing more than an old scow loaded with lumber. Put the blame on the men who sit idly by and neglect to enforce the laws which are supposed to operway of the San Pedro, which is nothate for the safety of human lives.
>
> JAMES DOYLE.

PHOTO POST CARDS-SCENERY Kiger Co. - Lobby Imperial Hotel

Big anticipation sale on at Robinson & Co.'s. See page 10, section 1.

Metzger & Co., jewelers, 342 Washing-

# **BAYOCEAN PARK**

(ON TILLAMOOK BAY) READ THE MANAGEMENT'S LETTER

PAGE 7, SECTION 3

