SEATTLE'S VIEWS ON PORTLAND FAIR

Not Opposition, but Apathy Expressed by People of the Puget Sound City Which Is Said Can Be Overcome.

Energetic Work in that Neck of the Woods Suggested, and Work of Such Character as Will Show Advantages.

(By John E. Lathrop.)

SEATTLE, Aug. 24.—It will be necessary only to to convince the people of this great, growing city that it will be to their interest to induce them to support the Lewis and Clark fair with that enthusiasm that has made Seattle famous the world over. It will be a great gain for the fair, too, when these people once are aroused, for when they are aroused they do things.

The plain truth is that at this time there is practically no interest manifest here in the fair. Few persons talk of it, few know in detail about its meaning and historical significance, and more particularly comparatively few have caught the economic phases of the enterprise. This last is the vital consideration.

To be really honest with Seattle, one has to "show" a Seattleite that a given affair is going to help Seattle before his co-operation can be secured. The typical Seattleite has an eye to the main chance for his home town. That's why Seattle is teaching many older cities how to do things. And it is wonderful what things they are doing over here.

They Pass It Up.

Regarding the fair, newspapers here treat it as inconsequential. They have no opposition to offer. They merely pass it up much as a plethoric poker-player handles a white chip.

For instance, during the commercial congress last week the fair received generous treatment at the hands of the delegates from 24 states. They consented to lifting the memorial in favor of a $1,000,000 appropriation by congress from the body of the report of the resolutions committee and adopting it in advance with unanimous vote. The Seattle papers almost overlooked it, one of them by inadvertence omitting it from mention of the resolutions as finally adopted by the congress. It was due, not to opposition, but to indifference. Practically no attention has been paid to it by the local papers. The Post-Intelligencer has twice indorsed it editorially, but locally has not thought it good newspaper work to give it prominent space and "play it up."

This reflects Seattle sentiment, which is negative as concerns the fair.

Reciprocity the Thing.

This will have to change, and it will be the duty of the fair management to change it. The few persons here who have been interviewed upon the theme manifest willingness to get behind the fair and assist it to be what it should be.

But the argument that appeals to them is one that relates to reciprocal benefits to flow from the fair, benefits alike to Oregon and Puget sound. That such a frame of mind is justified probably few will deny. It is right for Puget sound to ask, "What is there in it for us?" And in so doing they are merely doing what every person does who has enough sense to come in out of the rain.

Certainly the argument of reciprocity is sound, and should be applied to this situation. In fact, it must be applied.

So far as that is concerned, Seattle merely awaits stirring up and some attention to get in line with its fine enthusiasm and add herself to the fair's supporters.

Newspapers Not to Blame.

The newspapers are perhaps not to blame. They are reflecting sentiment and thereby performing what might be called their negative function. Possibly they should take the initiative, and, seeing the good that will come to their town from the fair, should contribute their share toward forwarding the enterprise. But Portland is not in a position to complain of the actions of other people. After Portland and Oregon get to work advertising their exposition and throw into the enterprise the proper degree of spirit, they will be justified in uttering the plaint that some others have not done quite their share.

Right here on the coast is where the work of advertising should begin. And the first work should be to enlist the hearty support of Seattle, Tacoma, Spokane, Boise, San Francisco and Los Angeles. Before anything is done in the East the coast should be canvassed and the campaign started all along the line from the Straits of San Juan de Fuca on the north to the limits of Southern California on the south.

An All-Coast Bureau.

Imagine a bureau organizing to exploit the attractions of the entire Pacific Coast, with unity of action in the various states, with a long pull and a strong pull and a pull all together, with one great, royal invitation going out to the people of the world, telling them to come West in 1905 and explore the region whereof General Sherman said: "God has done more for your part of the continent than for the remainder of the world." Imagine a combined, systematic effort, an intelligent utilization of the means at hand and a general campaign for Western visitation in 1905.

"Then," said Tom Richardson of New Orleans, "act like a pack of wolves, if you please, quarreling over the prey you wrought together in obtaining, but stand together in advertising the Northwest to all the world as the greatest summer resort in the world. Go to these towns and get them in line. Convince them that it is to their interest, and then they will work with spirit and effectiveness."

As usual, Tom Richardson is right.

Must Take Initiative.

In this the fair managers must take the initiative. They must go out among these coast people and induce them to get to work. That is, they must do this if they expect to attain results commensurate with the possibilities. And the possibilities will never be realized when there are such mighty engines as Seattle lying idle when they ought to be actively enlisted in the work of forwarding the Lewis and Clark enterprise.

Do a given amount of work here and you insure that the person who has been convinced of the wisdom of "standing in" will proceed to expend effort in the other portions of the country whence will come the visitors during fair year.

Certainly the number of people who will come from the East is not a fixed quantity. It may be augmented by intelligent effort, and no effort in connection with the fair will be so intelligent as to get neighbors into sympathy with the great endeavor.

Low Rates to the East.

The Canadian Pacific will again place on sale excursion tickets good for stopovers, with long-time limit. These tickets will be on sale August 18, 19, 25 and 26. For full particulars, call on or address F. R. Johnson, F. & P. A., 142 Third street, Portland Or.

PATCHED ENGINE, SAYS ALEX. SWEEK

(Continued from Page One.)

to gather I am inclined to believe that the accident was due to a gross piece of carelessness on the part of the company in permitting an engine in such a condition as that one was to be attached to an excursion train. The best engine on the road should have been used, and not an obsolete one, as this one evidently was. From all the evidence so far derived it seems that there was gross carelessness on the part of someone on whom the coroner's jury will surely not fail to place the proper blame."

Roasts Hotel Keeper.

Charles Garey, a Portland Elk who went on the relief train to Chehalis, stated this morning that the proprietor of St. Helen's Hotel of Chehalis refused to give the injured people of the wreck anything to eat. Several children were crying for something to eat and when asked if he could supply them said, "It's after meal hours and I don't intend to keep my dining room open at all hours of the day."

Mr. Garey said that the proprietor of the Great Northern Hotel of Chehalis turned away his regular guests to make room for the injured and did everything in his power to relieve the suffering.

Senator Sweek Talks.

Alex Sweek, state senator, who was on the excursion train at the time of the wreck, said today that in company with a party of old railroad men he thoroughly examined the wrecked engine and found that it was evidently in bad condition when it was sent out.

"The crown sheet was patched in a number of places and undoubtedly was very weak.

"The people of Chehalis rendered all possible assistance to the unfortunates, but the railroad people were very negligent. The Northern Pacific surgeon with headquarters at Tacoma, came down to the wreck in the morning, but rendered no assistance and left for home early in the evening. The railroad company utterly refused to let the Elks use their telegraph wires and all telegrams that were sent to relatives in Portland had to be paid for in advance, and even the necessary medicines had to be paid for by the people, many of whom had lost all their money in the wreck.

CHARLES FARLEMAN

"Innocence Abroad," the only Elk Killed.

Condition of the Injured.

With a few exceptions the injured were doing as well as could be expected at noon today. Many are suffering much pain, some are peacefully resigned to the inevitable and others patient and cheerful.

Mrs. Dr. Brown is in a very critical condition, and is not expected to live. Some of her friends say she does not care to live in her terribly maimed condition, and this feeling makes the situation worse for the surgeons and husband, who are trying to save her. At noon she was very low and sinking. One of her arms was torn off, leaving only a stump, the other arm was broken and bruised, and she was badly shocked. Her severed hand was found among the wreckage some distance from where Mrs. Brown was pulled from the wreck. She is at St. Vincent's Hospital.

The condition of Charles Frank at St. Vincent's Hospital at noon, though still precarious, was somewhat improved. He was beginning to recover consciousness. He is suffering from a blow at the base of the brain.

Thurston E. Daniels, Oregonian reporter, is doing well. His condition is improved and he is trying to be cheerful. His right hand is badly mashed, and his right knee crushed. His hips are badly bruised also. He is at St. Vincent's.

Phil Harris, who had his hight arm broken in two places, his left arm broken and his nose mashed, is doing as well at St. Vincent's as could be expected under the circumstances. His physician fears his right arm will always be stiff. Mrs. Harris is at his bedside.

J. C. Dawson and E. F. Boyle are occupying a room at the Ramona. Mr. Dawson has a sprained ankle and Mr. Boyle a scalp wound, and both are badly shaken up and bruised. They were confined to bed this morning.

John F. Shea is at St. Vincent's. He has a bruised head and his right ribs are fractured. His left hand is cut and wrist sprained. He is doing as well as could be expected.

William Reidt has several broken ribs on his right side, and one of his knees is injured. His nose is also broken. He is doing well at St. Vincent's.

Charles Francen is in a very serious condition at St. Vincent's. His face is horribly bruised and discolored, his jaw is broken in two places and several ribs on the right side of his body are broken.

Hampton B. Stout is suffering some pain from a sprained back at St. Vincent's. He says he expects to be able to get up and do a cakewalk in a few days.

Fourteen Patients at Good Samaritan.

There are a total of 14 wreck patients, including several ladies, at Good Samaritan Hospital. None of them are fatally injured, though several will carry scars during the remainder of their lives.

August Kratz is suffering from an injury at the base of the skull, his left eye is injured and his nose is broken. He is doing well under the circumstances. His physician says he will not be disfigured.

John Caswell is getting along well at Good Samaritan hospital. His right shoulder is dislocated and his back is injured.

Elmer Quimby has a leg that is badly broken and bruised. It is badly mashed, and may have to be amputated. He is suffering considerable.

A. D. McDonald, also at the Good Samaritan, has a scalp wound which is not considered very serious. He is doing well.

Otto Windfelder, at the Good Samaritan, has several broken ribs, and this morning complains of terrible pain in the abdomen. He is doing as well as could be expected.

Mrs. John Caswell, badly shocked and hurt, is near her injured husband at the Good Samaritan. She is seriously bruised and has cuts on her knees and left leg. She complains of considerable pain.

J. Kahn, with broken ribs and bruises on the head, is making progress toward recovery.

Charles Harris' arm is injured, but was found not to be broken. He will be out of the hospital in a few days.

George Blodgett is suffering from a broken leg at Good Samaritan. He is trying to be cheerful.

Mrs. John Kelly, very seriously bruised and shaken up, complained of considerable pain this morning at the Good Samaritan.

Dr. H. R. Littlefield is also a patient at Good Samaritan hospital. His collar bones are broken and ribs on the right side fractured. He is resting as easy as could be expected.

Mrs. Maude Comstock's condition at the Good Samaritan is more than serious. She was a very attractive woman, and her face may be marred by scars. Her face is cut and bruised, her nose broken, and her throat and neck cut.

Miss Tillie Cornelius is suffering from siderable pain at the Good Samaritan. Her jaw is broken and she is badly bruised.

Mrs. M. E. Roberts, suffering principally from bad bruises, is in a serious condition at the Good Samaritan.

Mrs. Wakeman, the superintendent of Good Samaritan hospital, says all the patients who were in the wreck are getting along as well as could be expected and that none will die.

Conductor J. A. Walker, of the clambake special, is at his home in Tacoma with scalp wounds and bruises.

The other injured excursionists are at their homes in Portland and elsewhere. None of them sustained injuries that will prove fatal, though a number will be incapacitated for some weeks. Among them are:

John Ruedy, upper lip cut and legs bruised; Guy Carter, leg broken; Dr. C. B. Brown, face cut; Joseph Hickey, left shoulder sprained; Leon Dosky, fireman of engine 347, face injured and body badly bruised; Orvill Burdue, Castle Rock, arm and knee sprained; William I. Harris, chest and leg bruised and face cut; Leon Mosher, Castle Rock, collar bone broken and leg bruised; Walter Edmund, Castle Rock, forehead bruised and thigh injured; Councilman Matthias Fuller, legs badly hurt and internal injuries; W. H. Souls, left arm broken and bruised.

Among the bruised and injured are: D. R. Murphy, Mrs. D. R. Murphy, N. C. Parrish, Mrs. Artie Comstock, T. L. Carroll, William R. Williams, Joseph Stafford, A. J. McDaniels, Charles Obey, F. W. Fletcher, Mrs. L. M. Green, A. L. Hexter, L. F. Smith, E. E. Peterson, George D. Smith, Frank Schepner, Mrs. R. H. Birdsand, Albert Hayes, H. Hirschbery and Ed. Sterling.

INVESTIGATING AT TACOMA

TACOMA, Aug. 24.—Northern Pacific officials in Tacoma refuse to make any statement concerning the wreck at Chehalis beyond saying that an investigation is in progress.

COOKS AND WAITERS AGAIN ON STRIKE

(Journal Special Service.)

CHICAGO, Aug. 24.—Waiters and cooks employed in 200 restaurants controlled by the Chicago Restaurant-Keepers' Association were called out at 8 o'clock this morning. The decree was issued last night, when the unions claim to have discovered a plot to disrupt all unions. Several small riots occurred this morning when business agents attempted to enter restaurants and notify the men to come out. In one place a fight resulted, the colored business agent being beaten into unconsciousness. Many refuse to join the strike.

The cooks' and waiters' strike is not proving very successful this afternoon. Of 9,000 members not more than half have responded. Non-union girls are being employed to take the places of the strikers. The strike committee is followed by crowds through the streets sufficiently large to blockade traffic. The Steam Power Council has been asked to shut off steam in restaurants which are members of the association.

SEE BATTLESHIPS THIS AFTERNOON

(Continued from Page One.)

active commission since last September. Her battery consists of 10 5-inch rapid firing guns, six 6-pounders and several guns of smaller calibre. Her present officers are:

Commander Thomas S. Phelps, Lieutenant Commander A. C. Almy, Lieutenant James E. Palmer, Lieutenant Daniel W. Wurtsbough, Ensign John E. Lewis and Ensign Ralph E. Pope.

As the cruisers were coming by St. Johns last evening an opportunity was afforded to show with what alacrity the marines can obey an order. The river steamer Regulator was going by them with a large excursion party from Cascade Locks. From the cruisers it was noticed that flames were leaping from her hurricane deck, and for a moment it looked as though the vessel would be destroyed by the fire demon. Officers of the cruisers at once gave orders to man the small boats, and in just one minute afterwards the marines were ready to go to the rescue. A signal from the steamer showed that no assistance was needed, as the fire was soon under control. It was caused by the smokestack having become overheated. But slight damage was done and the Regulator will go out on her regular trip Wednesday.

On board both gunboats there are in the neighborhood of 400 men, including officers.

BULGARIANS WIN SEVERAL VICTORIES

VIENNA, Aug. 24.—The Neue Freie Presse today reports that the Bulgarians have attacked the Urguas government buildings, which they destroyed with dynamite. Two hundred persons were killed. The Bulgarians then entered the province of Kirk Killisch, in European Turkey, and also levied contributions in 20 other villages. All this was done almost under the eyes of the Russian fleet stationed in Iniada bay.

Scrofula, salt rheum, erysipelas and other distressing eruptive diseases yield quickly and permanently to the cleansing, purifying power of Burdock Blood Bitters.

FOLSOM CONVICTS CAPTURED AT RENO

Outlaw Woods Taken While Quietly Getting Shaved in a Nevada Barber Shop---Joe Murphy Secured Last Night.

(Journal Special Service.)

RENO, Nev., Aug. 24.—Convict Woods, one of the escaped Folsom convicts, has just been captured here by Chief of Police Leeper and a deputy. The desperado was in a barber shop getting shaved, and the officers got a drop on him without the necessity of firing a shot. Woods arrived in Reno last night, and was probably in company with Murphy and Miller, the former of which party was captured on the bridge.

Woods is one of the most desperate of the escapes, and it was probably his intention to get clothing in this city, as he is supplied with plenty of money.

Sheriffs Sharky and Maxwell, after an exciting chase, succeeded last night in capturing convict Joseph Murphy, who escaped from Folsom prison a month ago. Convict Frank Miller was with Murphy at the time, and the two outlaws were crossing the Virginia-street bridge, which spans the Truckee river.

The officers had been apprised of the whereabouts of the desperadoes, and all day long had been guarding the bridge, feeling certain that both would attempt to enter the city by that route.

At 10 o'clock last night the watchers were rewarded for their vigilance by seeing two figures appear on the bridge and in the darkness attempt to cross.

Sharky and Maxwell waited until the convicts were abreast of them on the structure, when they made a sudden rush for them. Murphy was completely surprised, but Miller had time to jump from the structure into the willows that fringe the river. Sharky fired at him, and it is believed that he was hit. The sheriff and a deputy followed Miller, and this morning he is surrounded in the thick undergrowth. Murphy was taken to jail, where, when searched, a heavy six-shooter was found on his person. It is believed that Miller will be taken before nightfall.

PLANS TO BUILD A NEW THEATRE

Manager Shields Leaves for Spokane, Where He Intends to Erect a First-Class Vaudeville House.

Will Be First-Class Throughout and Is to Include Same Circuit Acts that Come to This City.

A new variety theatre will be constructed at Spokane by Manager Edward Shields, proprietor of Shields' theatre in this city and other vaudeville houses on the coast. Mr. Shields leaves tonight for the Eastern Washington metropolis to personally arrange the preliminaries for the erection of the new house.

Negotiations for this proposed theatre have been under way for some time, and today Mr. Shields received a telegram calling him to Spokane, where his presence is necessary to perfect certain details of the venture.

The new theatre will be strictly a first-class house in every respect, and will probably include the same circuit acts that are shown at Shields' theatre in this city. In securing a larger circuit the management will be enabled to bring to the Northwest some of the best vaudeville artists on the coast.

The exact cost of this theatre is not known at present, but everything will be arranged regardless of money considerations, and the plans, which will be completed soon, provide for a playhouse suitable in every respect.

At the present time it is said that Spokane has no first-class vaudeville house. There are two legitimate theatres and several music and concert halls, but no place in which the better class of specialty artists appear. The new theatre of Mr. Shields therefore will fill a long-felt want and will undoubtedly enjoy a lucrative business. Mr. Shields' ability as a manager is well known, and he has no doubt but what his new venture will prove successful from the start.

"I had a running, itching sore on my leg. Suffered tortures. Doan's Ointment took away the burning and itching instantly and quickly effected permanent cure." C. W. Lenhart, Bowling Green, O.

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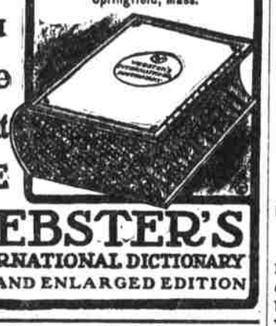

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NEW RAILROAD COMPANY FORMED

Columbia River & Oregon Central Will Be a Feeder, but Its Promoter Says Not Connected with the O. R. & N.

A feeder of the Oregon Railroad & Navigation line, but in no way connected with that road, is what John C. Ainsworth, one of the incorporators of the proposed Columbia River & Oregon Central, says of a new company incorporated last Saturday. Outside capital will furnish the means of constructing this line from Condon to Fossil, a distance of 40 miles, says Mr. Ainsworth, but he declines to disclose who is backing the move, other than declaring it is not the O. R. & N.

"The O. R. & N.," he said, "is always friendly to lines desiring to open up the interior. We intend to operate the road, but of course if in time some one desires to purchase the line we will sell.

"The survey for the road has already been made. We do not intend to go farther than Fossil, as the construction would be too expensive for the results obtained."

The building of the new line will open up a new farming country, and give an outlet to a stock country already developed. Mr. Ainsworth said he did not know just when construction work would commence.

The new line, if constructed, will parallel the proposed Finley line. Those at the head of the latter project declare the Ainsworth line is merely a bluff of the O. R. & N.

The new company has a capital stock of $500,000. John C. Ainsworth, Henry F. Conner and Lewis Gerlinger are incorporators. The first named is president, Mr. Conner, secretary, and Mr. Gerlinger, manager.

MORE ATROCITIES BY TERRIBLE TURKS

SOFIA, Aug. 24.—Report reached here today that Turkish troops massacred all the women and children in 22 villages in the districts of Florina and Monastir.

The atrocities are in some instances too revolting to relate. When it is stated that the younger of the females were not killed until they had been subjected to all kinds of brutality by the terrible soldiers, it can be understood how great were their sufferings.

REWARD IS OFFERED BY DETROIT POLICE

DETROIT, Mich., Aug. 24.—The police have offered a reward for the arrest of Charles Price, alias Walsh, who is believed to be the murderer of little Alfonse Wilmes. The suspect is a molder, ex-soldier in the German army, and has served time in two penitentiaries.

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Sightly, spacious grounds, near Willamette River, and on both of Portland's electric car systems. Modern brick building of 100 rooms, newly furnished. With an automobile livery service to trains, besides its additional use for guests as a quick transit to business quarters. No location can offer more conveniences for patrons or facilities for amusements and healthful diversions. Portland's rapidly increasing demands for hotel accommodations makes this property a fine acquisition for a hotel man. Site, furniture, building and two up-to-date automobile busses can be had for less money than is now required to erect the building alone.

For particulars address

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MISSES' TUCKED BLOUSE 4466.

To Be Made With or Without the Fitted Lining.

Blouses made with horizontal tucks are greatly in style and suit girlish figures to perfection. This one shows three tucks in the blouse and three in the sleeves made on continuous lines, so giving the broad effect which is demanded by present fashions. The model is made of white handkerchief linen, with collar and cuffs of lace and is unlined, but the design suits wool and silk as well as cotton and linen fabrics and the lining can be added whenever desirable.

The blouse is made with the fitted foundation, the tucked front and tucked backs, and is shaped by means of shoulder and under-arm seams. The fullness in the front is laid in tiny tucks at the neck and both front and backs are gathered at the waist line. The sleeves are the new ones that are snug above the elbows, but form full, soft puffs at the wrists.

The quantity of material required for the medium size is 3¾ yards 21 inches wide, 3¾ yards 27 inches wide, 2¾ yards 32 inches wide, or 1⅞ yards 44 inches wide, with ¼ yard of allover lace.

The waist pattern 4466 is cut in sizes for girls of 12, 14 and 16 years of age.

4466 Misses, Tucked Blouse, 12 to 16 yrs.

The Patterns are mailed from New York, requiring 12 days' time.

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