

COLUMBIA RIVERS BEAUTIFUL GEMS

MANY VALUABLE AND PRECIOUS STONES ARE FOUND ALONG RIVER BANKS—MAY RESULT IN NEW INDUSTRY — LAPIDARIES AND EXPERTS INVESTIGATING.

(Special Dispatch to The Journal.)
Vancouver, Wash., July 16.—A new and valuable industry may be started along the lower Columbia river, which will be that of gathering and polishing precious stones. For some time past Mr. Albright, who is now foreman at the Star brewery, in Vancouver, has occupied his spare moments in gathering peculiar looking pebbles along the Columbia river in and near Vancouver. Mr. Albright is not a professional lapidary, but he took upon himself the task of grinding and finishing several of the specimens he found, and while there are many in his possession that are not as valuable as the owner might wish, still he has a very large collection of the most valuable gems of this character that can be found anywhere on the globe.

These stones have been submitted in their finished state to reputable lapidaries and jewelers, who have pronounced them to be gems of great value. In his collection he has several fine opals, amethysts, fresh-water pearls, garnets and the like. Many of the gems have been mounted. Some of these he still has in his possession, and many valuable specimens he has sold at a good profit.

For years many persons and companies have contemplated dredging the Columbia river for the purpose of extracting gold from the sands, and many companies have been organized with this object in view. This has been deemed feasible, and is still being considered by several Minnesota companies. This gold excitement has, perhaps, caused the overlooking of other valuable industries that might be carried on with profit in this portion of the country, and these accidental and frequent finds of Mr. Albright has resulted in several experienced lapidaries arranging to investigate the shores of the Columbia river in this vicinity, and if their expectations are realized, a very profitable industry will doubtless be commenced here in the near future.

Frost Kills Crops.
Later reports regarding the damage done by the summer frosts in the country show that the loss will be much greater than was at first supposed. Not only was this damage immense, but another frost occurred last Wednesday night in some sections that would compare with those that might be expected in the proper season for frosts. In the vicinity of Battle Ground whole fields have been laid waste by frost. Fields of corn and even the already light crop of grain and hay has been damaged until it will be worthless.

In the vicinity of Yaocit the frost was so severe that even acres of ferns have been completely killed and withered away. This condition has cast a gloom over the farmers. The country of Clarke depends almost entirely for its prosperous times on fruit crops and logging interests. The fruit crop, which is usually large, has been known for a long time to be a failure. Following this all the logging camps shut down, and seeming that misfortune does not come single-handed, the hot and dry weather blasted the remaining fruit and cereal crops until there would at the best have been only one-third of a crop; and now, the last frost has even taken the prospects away in some communities.

Where are we to get the money with which to pay our taxes this fall and next spring? In a question many a farmer is asking himself and his neighbor. At the best, many of them claim it is impossible to sell produce to the Vancouver merchants for cash, but it must always be cash and a great deal of the only merchants showing that favor to the producers are the grocers. This being so, they state, it is difficult to get money with which to pay dry goods and other such necessities, much less pay taxes. These things were bad enough in their way, but the pranks of Jack frost has even taken away from many the produce to trade the grocer.

THINK GOLCONDA IS WORTH MILLIONS

REASON OF REISSUE - HENDRIX LEASE IS NOW EXPIRED - EXPERTS HAVE BEEN INVESTIGATING MINES AND ARE SATISFIED - RECKELS A HEAVY OWNER.

(Special Dispatch to The Journal.)
Pendleton, Or., July 16.—The reasons for the lease of the Golconda mining properties at Sumpter and the securing of an option on the stock by the Geisler-Hendrix investment company were made known this morning. In the last few months three eastern experts have examined the mines and reported that ore worth millions of dollars is on the lower level, but that it will cost \$500,000 to develop them.

The last expert, W. McKinney, was sent by J. H. Eckels, former controller of the currency, who is the heaviest stockholder. The company, having a lease and option, will try to leave the lower level before their period expires. The Golconda Extension company has a claim and fraction on the Cracker creek mother lode, adjoining the Golconda mine on the west. It is figured that there is a split of the vein on the Golconda ground and that the extension is on one split. The management is composed of Portland and Minneapolis capitalists and is to install a hoist of not less than 1,000 feet capacity. Secretary L. V. Swiggert of Minneapolis is now on the ground.

An Energetic Young Man.

On page 2 of this issue in the advertisement of the Salem Woolen Mills store is the photograph of Clifford Ziegler, a bright young man living at No. 859 Michigan avenue. Clifford is the first who has won the distinction of winning a suit of clothes offered by the Salem Woolen Mills store for clothing his friends to this store for nothing. He was early to take advantage of an offer made by the firm some weeks ago, and he displayed a keenness of vision that has secured him the honor. Clifford distributed cards among his friends, who in turn dealt at the Salem store. Each purchase was carefully recorded and entered to his credit. His sales have now amounted to nearly \$30, which entitles him to the \$10 suit free. The firm announces they still have more cards on hand and offer Portland boys the opportunity of earning a suit free by a few hours' work.

LANGFITT'S ESTIMATES

(Continued from Page One.)

Approximately 125,000 tons of stone was delivered under the emergency contract. The Bugby quarry, from which rock was obtained under the contract, is leased by the United States and its development resulted in its failure to produce sufficient rock of the required size at the required rate of delivery, and it therefore became necessary to make the supplemental agreement, reducing the quantity to be furnished under the formal contract for 475,000 tons.

The report then recites the modification of the contract with the Northwest Construction company, and the letting of a new contract to the Columbia Construction company. Deliveries by the latter company began May 24, 1904, and continued until June 1, 1904, when the quantity delivered was 30,415,584 tons. The total amount of stone delivered and dumped in the jetty during the fiscal year under the various contracts was 207,812,3 tons. The work upon the jetty has been carried on under the immediate supervision of G. B. Hogardt, Major Langfitt's assistant. The work of the government dredge Chinook is reviewed to some length. Extensive repairs were required after she arrived at the mouth of the Columbia. Comparatively little work upon the bar was done by the Chinook until the beginning of the present season. May and June she worked a total of 40 days, dredging and dumping 141,464 cubic yards of material. The cost of operating was about \$10,000 a month. The bottom of the Chinook will need repairs next winter and it is recommended that she be changed into an oil-burner. The cost of this change and of repairs will be about \$100,000.

Survey of the Bar.
A survey of the bar made last month shows no radical changes since the examination in January. The report says: "The channel depth is at most one foot greater, or 21 feet at the average of the low water. During the year the principal and more important changes that have occurred since the survey of June, 1903, are a slight movement seaward of the 24 feet inner and outer boundaries of the bar. The extension of Peacock Spit, on a nearly straight line from Sand Island, and the building up and seaward movement of Clatsop spit on the north side of the jetty."

Indications are noticed that the channel is gradually breaking through the bar. Apparently the value of the work of the Chinook is regarded as problematical, for the report states that the main channel depth is taken from place where no dredging has been done. The estimated cost of the south jetty is \$2,300,000. The amount previously appropriated was \$1,600,000, of which \$600,000 has been required for the Chinook. The total needed, therefore, for the completion of the south jetty is \$1,700,000, in addition to the balance on hand, and the appropriation of this amount is therefore recommended.

Of special interest are the comments upon the importance of deepening and maintaining the channel between Portland and the sea. Major Langfitt appreciates the importance of large government expenditures for the improvement of the Columbia and speaks of it as follows:

Work on the Columbia.
"A project has been adopted and the work is now in progress, with a view of obtaining a depth of 40 feet on the bar between the mouth of the river and it would now seem that congress should consider the improvement of the channel from Portland to the mouth of the river with a view to its improvement. The river will naturally increase if the bar and river channels contemplated are secured and maintained, and the amount of commerce affected will certainly warrant the work necessary to secure a 21-foot channel over this stretch of river. The river is not now available for vessels of the larger draft to Portland, and on this account it is claimed that considerable business has been lost to this country. The sum of \$500,000 is therefore named in the money statement for expenditure on works of permanent improvement in the fiscal year 1906, in addition to the balance on hand. The amount required for maintenance is \$125,000, which is needed principally for dredging, and is essential for maintaining present conditions."

River Improvements Made.
River improvements made during the year between Portland and the sea consisted in deepening the channel by dredging; in removing the old reventment at Coon Island; in dredging and opening in the Swan Island dike, in snagging and in blasting out submerged rocks in the Columbia opposite La Du. The third great improvement which is to be made in opening the Columbia to navigation is the removal of obstructions at Three Mile rapids and the construction of the Cello canal. The history of the efforts to open this part of the river is briefly related in the report.

Various projects have been submitted during the past 20 years. The first adopted by the government was the plan for a boat railway, but this was finally abandoned. By act of June 6, 1900, congress directed the preliminary survey for the construction of canal and locks. This project was adopted two years later, and the honor of engineers was appointed to prepare plans. The report recites that "the projected improvement will extend the benefits of an all-water route to the sea to points that are between 440 and 440 miles distant therefrom, and which now have or will undoubtedly develop resources as follows: Grain, 40,000,000 per annum; wool, 16,000,000 pounds per annum; livestock valued at \$1,000,000 per annum; lumber, white and yellow pine, 5,000,000,000 feet in sight. In addition to the above there are products such as hops, potatoes, fruits and berries, sugar beets, hay, etc. that are now being produced from about 4,000,000 acres of estimated total of 9,500,000 acres of tillable land."

Canal With Locks.
The project for a canal with locks from Big Eddy to Celilo and the improvement of Three Mile rapids by the removal of rocks in the channel was approved by the secretary of war on November 6, 1903, with the proviso that "no work shall be begun until the right of way and releases from damages have been conveyed to the United States free of cost."

The report recites that the work of acquiring the right of way was undertaken by the state land board, which has secured agreements from all but one of the owners of the land required. "In this case condemnation proceedings have been instituted and an early settlement is anticipated."

A contract was let last April to Robert Wakefield of Portland for the removal of submerged rocks in Three Mile rapids. No work has yet been done under this contract owing to the high water in the Columbia river. Funds are available for beginning work upon the canal as soon as the right of way has been secured. It is recommended that the whole work should be placed under the continuing contract system, both because of its

IMPORTANCE TO THE INHABITANTS OF EASTERN OREGON AND WASHINGTON—AND BECAUSE OF THE SAVING IN COST. IT IS ESTIMATED THAT \$750,000 CAN BE PROFITABLY EXPENDED ON THIS WORK DURING THE NEXT FISCAL YEAR AND THE APPROPRIATION OF THIS SUM IS THEREFORE ASKED.

To Complete Work at Cascades.

For the completion of the locks at the Cascades it is estimated that about \$100,000 is required. The report gives a detailed statement of the traffic passing through the Cascade locks during the fiscal year, and the need for the improvement of the upper Columbia and Snake rivers has received much attention from the government engineers. Between Riparian and Lewistown, a stretch of 72 miles of channel is obstructed by gravel shoals. As the government had no suitable plant for work on these shoals, and as immediate action was urgent for the relief of the fruit growers, the O. R. & N. F. Fairer Norton has been leased and equipped with a heavy harrow-like rake. This was dragged over the shoals and, aided by the action of the current, it deepened the channel temporarily.

It is expected to carry on the work by operating the dredge now under construction during the period of low water each year. At other points on the Columbia and Snake rivers blasting crews have been put to work to remove rocks from the channel.

But little work has been done on the upper Willamette owing to the lack of funds. The report recommends that further work upon the upper Willamette be dropped, as the benefits to be derived are so small that the river is unworthy of further improvement.

Work on Harbors.

A considerable part of the report is devoted to the harbor work along the Oregon coast. Active work has been carried on during the year at the mouth of the Coquille river. The north jetty has been extended seaward a distance of 195 feet, leaving 515 feet to be constructed. Some \$200,000 will be needed for the work, and about 150 feet of the tramway was carried away. It is estimated that it will cost \$45,000 to complete the jetty in accordance with the project, and \$10,000 more will be needed for repairs. At Coon bay no active operations have been carried on except to make repairs and a re-survey of the harbor. No immediate work is planned for the resumption of work upon the jetty.

If congress should desire to go on with the improvement of the Siuslaw river an appropriation of at least \$70,000 is deemed necessary.

At Yaquina Bay.

No work of importance was done during the year at Yaquina bay. The north and south jetties are reported to be in fairly good condition although the tramways have been carried away and would have to be rebuilt if further work is to be done.

The work carried on under the supervision of Major Langfitt has been very extensive and has involved an expenditure during the year of \$706,017.75. This total has been expended as follows:

River and harbor improvements, \$61,005.83; operating and care of canals and other structures, \$49,218.01; \$6,347.08; civilian assistance to engineer officers, \$1,056.67; fortifications at mouth of the Columbia river, gun and mortar batteries, \$24,747.75; preservation and repairs on fortifications, \$1,907.90; supplies for season defense, \$398.34; sites for fortifications and season defense, \$40; grand total, \$706,017.75. Of this amount \$490,000, or more than one half, was expended at the mouth of the Columbia in jetty work and in operating the Chinook.

DOUGLAS COUNTY TO HAVE NEW INDUSTRY

(Special Dispatch to The Journal.)

Roseburg, Or., July 16.—Seven miles from this place, on the ranch of Hon. J. M. Cooper, a syndicate of Portland capitalists has in hand a project to develop about 100 acres into a lime quarry. Mixed in with the lime rock are other ores which may develop in sufficient quantities to make a paying proposition aside from the lime. Mr. Cooper has burned the rock successfully and in fact furnished the lime that the contractors used in the county courthouse here.

Efforts are being made to have the railroad put a switch as near the quarry as practicable. From this switch it is the company's intention to run an endless track to the quarry, with the cars working by gravitation.

Louis A. Greenly of Portland is superintending the enterprise, which will supply the county with a new industry.

SABANAM COUNCIL MEETS.

(Special Dispatch to The Journal.)

Gresham, Or., July 15.—At the special council meeting held last evening the principal business before that body was the granting of a retail liquor license to E. F. Metzger of the Columbia. Mr. Metzger has been engaged in the saloon business for some time at this place. He recently sold his property in this place to John Thomas of Hainey, who is going to make a great many alterations of the buildings. He has almost completed a new building which will be occupied by E. F. Metzger.

The stock ordinance passed by the council a short time ago has been postponed and will become a law on July 26.

FILTRATING PLANT FOR COLEMAN.

(Special Dispatch to The Journal.)

Colefax, Wash., July 15.—The contract for the construction of a filtering plant for the city water supply has been let to a Pittsburgh, Pa., firm for \$3,565. The city is to furnish a building for the filtering plant, build the clear water well and bring the water to the precipitating tank and take the water from the filter to the clear water well. This work will incur an expenditure of several thousand dollars.

A Long Chance on Life.

There are few people who do not desire the longest and best chance on life. In fact, at one time there were very few who knew that Barke Tonic was one thing that gave people a long chance. Now most people know that Barke Tonic cures rheumatism in ten days, and that it never fails to relieve a fever, finally cure the worst cases. Barke Tonic is a liver, bowel and kidney cleanser and a blood purifier. It is an immediate relief for constipation. Costs only 75c per bottle in all drug stores.

A New Comer.

The most recent valuable addition to the Portland typewriter is the Underwood Typewriter, a visible writing, high-grade machine, one that engages all that is good in the old-time "blind" or "up-side-down" writing machines, and at the same time has none of the objectionable features so familiar to operators. The Underwood is equipped with a tabulator without extra cost. The agency is located temporarily at No. 53 Front street, and in charge of competent, experienced typewriter men.

D. Chambers, Optician. Wholesale and retail, 129 Seventh St.

OPTICIAN'S WHO ARE EXPERTS



We guarantee to fit the most complicated cases. We have the largest, most modern and best equipped optical institution in Oregon.

We offer you the services of our skilled eye specialist FREE OF ALL COST.

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175 FOURTH ST., N. E. C. A. BLDG. Authentic Authority on Eyes.

DESPERADO HARRIS STILL UNCAUGHT

TENNESSEAN CHARACTER WHO SHOT AND KILLED NEARBY IN ATHOL, IDAHO, IS BEING CLOSELY PURSUED BY SHERIFF WHITNEY.

(Special Dispatch to The Journal.)
Colfax, Wash., July 16.—That Henry Harris, the Tennessee desperado, wanted in Kootenai county, Idaho, for shooting Bronson McNabb at Athol, in Palouse county, July 3, is concealed by friends in the theory of Sheriff E. L. Whitney of Kootenai county, who has devoted two weeks in constantly pursuing him.

Whitney tracked Harris from Athol to Rathdrum, thence to Oakesdale, Thornton and Rosalia, and then spent the past ten days in Whitman county endeavoring to give further clues as to his whereabouts. Whitney is now in Spokane and has men in Whitman county keeping watch at places where the desperado is believed to be. He expresses the hope that it is only a matter of a short time before Harris will be apprehended.

Harris did not remain long in the woods around Athol, but plunged into the forest at the Weir ranch on the evening of the shooting, proceeding a short distance in a south-easterly direction and then made a detour, passing south of Athol proceeded in the direction of Hainey. He was seen on the morning following the shooting at the Spokane bridge between 8 and 9 o'clock.

The man who saw him there has known Harris for years and entered into conversation with him, therefore cannot be mistaken. That evening he stopped for a drink at a ranch near Rathdrum. From there he went southwest over into Washington and down Rock creek through Rosalia to Oakesdale. Tuesday night Harris is known to have been at Thornton.

Thursday he was seen in Rosalia by the town marshal, who ordered him out of town. He identifies there as less certain, but the description tallies. There are many Tennesseans living in that part of the country, and Harris has friends and relatives among them who are thought to be now concealing him.

WILL ESTABLISH TRACTION TRAINS

SEVEN DEVILS COUNTRY WILL HAVE A MEANS OF TRANSPORTATION—TRACTION ENGINES TO SUPPLY THE LACK OF RAILWAYS—WILL IMPROVE ROADS.

(Special Dispatch to The Journal.)

Baker City, Or., July 16.—The Ladd Metals company at Mineral City and the Iron Dyke and Peacock mines in the Seven Devils cannot get a railroad it is determined to have transportation any way better than teams and this new transportation will serve until a railroad is built either from Baker City or Huntington or both, or from some other place according to the statements made here today by P. H. Flynn, manager of the Campbell Transportation company of Portland. Mr. Flynn said:

"Until a railroad is built down Snake river from Huntington or from Baker City to Ballard's we propose to operate a train of cars by traction engines. We have just about completed arrangements to operate trains between Mineral City and Huntington, for the handling of ore of the Ladd Metals company, and we also propose to operate trains from the Peacock mine to Landor and for the Iron Dyke people in connection with the Ladd Metals company's smelter. We use traction engines almost equal in power to a railroad locomotive, having drive wheels of large diameter with 26-inch tires. The engines are the best kind of roadmakers and after use for a short time with a minimum amount of work on county roads they keep the roads in good shape. Nothing is need so badly on the Snake river as transportation, and we are going to furnish it."

"We have had an interview with the Baker county court, and it is quite probable that the court will at once take steps to have the main roads improved because as stated before the engines themselves are also roadmakers. The engines take a nine-foot roadway and will haul at least 50 tons at a load on an ordinary road."

"We are also figuring on putting in a line of transportation with these engines between Baker City and Haines home. The agency is located temporarily at No. 53 Front street, and in charge of competent, experienced typewriter men."

At the O. W. P. Estacada Resort.

Parsons' band engaged to play Sunday at hotel and pavilion located at the upper Clackamas river. No charge for dancing. Round-trip rate 50 cents. Dinner at the hotel 50 cents. Every thing first class.

WORK ON ALASKA CABLE DELAYED

BURNSIDE WILL COMPLETE WORK ON GOVERNMENT LINE IN TWO WEEKS OR MORE LATER THAN EXPECTED OWING TO BOUG WEATHER—DATES GIVEN OUT.

(Special Dispatch to The Journal.)

Seattle, July 16.—The cables ship Burnside is expected to arrive off the straits of Juan de Fuca today or tomorrow with the southern end of the Alaska cable. It was only after a delay of some time that the Burnside succeeded in finding the end of the cable buoyed 200 miles south of Sitka, and the delay caused by rough weather has carried the date for the completion of the line two weeks or more later than had been expected. The Burnside carries only enough cable to reach the straits and will then buoy the southern end and go to Tacoma for enough more submarine wire to reach to Seattle, where the shore end is fastened off Port Lawton. It is hoped to send messages over the completed cable before the end of the month, and if there are no unforeseen delays the connections will be in working order by that time.

Will Be Notable.

Gen. Adolphus Greely, at the head of the signal service corps, United States army, and a number of other high signal and army officers, will be in Seattle at the time of the completion of communication with Alaska over the government wire, and the affair will be observed in a notable manner. The plan for a government cable to the north is that of General Greely, and he has devoted much time, attention and several trips to the coast and Alaska in the furtherance of the cable and Alaska telegraph system.

As soon as the cable instruments are in working order at both ends and transmitting messages, the Burnside will take on several hundred miles of cable to connect Skagway and Valdez, and before that time will have the wireless apparatus between St. Michael and Nome in working order.

With these gaps filled, the big all-American system will be complete, and St. Michael and lower Yukon river points, Fairbanks and the Tanana, Valdez, Skagway and the southeastern Alaska points will be in communication with the states on virtually the same line.

The government cable offices have been opened in the Walker building in this city, and there the cable experts have been practicing with the instruments and preparing for commercial operations. Rates have been given out and they are not considered excessive.

PENDELTON APPOINTS LEAGUE DELEGATES

AT PLEASANT HOME

(Special Dispatch to The Journal.)
Pendleton, Or., July 15.—Today County Judge H. B. Bish and President J. A. Borje of the Pendleton Commercial association each appointed 10 delegates to the convention of the state development league, that meets in Portland. The delegates include the most prominent citizens in the county. Judge Bish sends each appointee a letter declaring the purpose of the convention to be meritorious and urging him to attend. The delegates are the most prominent citizens in the county. Judge Bish sends each appointee a letter declaring the purpose of the convention to be meritorious and urging him to attend.

CONDITION OF CROPS IN LEWIS COUNTY

(Special Dispatch to The Journal.)
Chehalis, Wash., July 16.—John Dobson has sold the balance of his hop crop to E. J. Smith of Onesto, N. Y., at 20 cents per pound. In January Mr. Dobson sold Mr. Smith 15 tons at 15 cents, and the present sale will include approximately 200 bales. Mr. Dobson has the largest yard in the Chehalis district, two miles west of Chehalis. This is the first business he has done since last spring, when one or two other 20-cent sales were made for part crops. Hops about here are looking well.

Don't Miss Our Great Reduction Sale

We're closing out ends of bolts and odd lengths, the accumulation of a busy season's trade, at greatly reduced prices. It don't pay us to carry over goods.

It Will Pay You to Take Advantage of Our Sale

Suit and Extra Pants of Same or Striped Material, to Order, for \$25.00

Odd Suit lengths and odd Coat and Vest lengths at cost of material and making.
Full Dress and Tuxedo Suits at cost of material and making for a few days only, just to keep our tailors busy during the dull season.
Satisfaction guaranteed in all cases. Garments to order in a day if required.

108 THIRD STREET

There are no lice to speak of, and thus far spraying material has been at a discount. The showers of the past 24 hours will freshen the vines, which, however, had shown no very bad effects from the dry spell.

FIREWATER CONQUERS A VENERABLE CHIEF

(Special Dispatch to The Journal.)
Pendleton, Or., July 16.—Tilliquotta, a venerable chief of the Umatilla, was before Police Judge Fitz Gerald yesterday afternoon on a charge of being drunk and disorderly. He admitted "drinking um heap big," and was stowed until the court informed him that he would be given one hour in which to get back to the reservation. Then he half rose from his seat, gazed toward the door, sat down again and nervously patted his moccasined feet on the floor. Starting to rise again he caught the Judge's eye and quickly sank back in his chair. "Um! he finally ejaculated in guttural tones, 'no me go to jail!'" "Well, if you go home flying away I'll let you," said Judge Fitz Gerald. Tilliquotta made a flying leap for the door, turning as he grasped the handle to promise that he would "catchum horse quick and git." In about a minute he had secured his horse and shot past the court room enveloped in a cloud of dust, headed for the reservation.

Schedule of Steamer T. J. Potter.
The seaside steamer T. J. Potter will leave Portland, Ash street dock, for Astoria and Ilwaco as follows:
July 19, Tuesday, 8 a. m.
July 20, Wednesday, 9 a. m.
July 21, Thursday, 9 a. m.
July 22, Friday, 9 a. m.
July 23, Saturday, 1 p. m.
Get transportation and berth tickets at O. R. & N. ticket office, Third and Washington streets.

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