

# MAZAMA MEMBERS DUE IN PORTLAND TOMORROW

Climbers Who Succeeded in Reaching Highest Pinnacle of Mt. Jefferson Had Hazardous but Highly Successful Trip—Graphic Description by Rev. Wagner.

The members of the Mazama party which is now on the way home from its successful climb to the highest pinnacle of Mount Jefferson will reach Portland tomorrow morning after a hazardous but entirely successful trip. Some of the members of the party will spend a few days fishing and hunting in the vicinity of Mount Hood before returning to their homes in Portland. Rev. Mr. Wagner of Portland, one of those who made the ascent to the highest peak of the old snow sentinel, has already reached his home and gives to The Journal the following graphic description of the trip and the perilous climb. He says:

**First Attempt to Scale.**  
"From Horse Heaven to Hanging Valley was a very delightful trip. The party encamped in this valley and after breakfasting camp here the first attempt to scale the mountain was made July 23. The party making this attempt was composed of Messrs. Kiser, Sholes, Vallman and Gilsen. They left camp Tuesday morning at 6 o'clock on the way to the highest pinnacle of Mount Jefferson. Two different routes were attempted by the party all the members finally reaching a point about 1,500 feet from the base of the mountain. They themselves found an inaccessible perpendicular wall the only alternative being to come down or to cross a very steep snow field."

"Armed with prospectors' picks they began cutting steps and hand holes in the ice so they might reach the north-west ridge and come to a rock known as Asparagus rock because of its peculiar resemblance to a bunch of asparagus. It took them hours to make this short but perilous journey. They climbed above this rock to a pinnacle on the north-west ridge and after about one-half mile from the main summit, reaching the place at 2 o'clock in the afternoon."

**Six in This Party.**  
"On the morning of the 24th, at 6:15 o'clock, another party consisting of six persons, L. J. Hicks, A. D. Wagner, H. Rice, J. J. Hicks, W. Vollman, N. Gammons of Portland and S. M. Stanniers of New York City, made the second attempt to reach the city. The ascent began at a point at the base of the north-west ridge and the party arrived at the north-west pinnacle over glaciers of snow and ice two or three feet deep to the point where the former party had left the Mazama box. Here Mr. Gammons and Mr. Wagner, who were the only two who had not been there before, went on to the summit, reaching it at 2 o'clock in the afternoon. It then remained for the other five members of the party to make the ascent if possible."

**Donned Mazama Box.**  
"Mr. Rice donned the Mazama box and the five lashed themselves together and in this manner the prospectors' pick in hand proceeded on the journey to the summit. Mr. Rice gave up his job for season best and turned to himself surrendered the box to Mr. Stanniers and returned joining the other two in their march back to camp. The four remaining persons lashed themselves together with a hundred feet of rope and 25 feet apart proceeded on their way. Coming to a very narrow backbone to a point known as Cliff rock, which procedure was very dangerous because of the overhanging cliffs of ice which made the passage in some places almost impossible, they came to a cliff dropping down 50 feet to its base. In many places it was necessary for one member of the party at a time until he could reach solid footing and make a steady pull for the entire party. In other places it was necessary for one member to climb up by main strength."

"Three hundred feet more was gained the party reaching the top of the cliff, the climb being made up an almost perpendicular face of icy rock because the party could not go around on account of the overhanging cliffs of ice which reached the north peak in safety at noon. Here they ate their lunch and after resting about 20 minutes proceeded. Now a backbone extending to the main pinnacle had to be crossed. The trail looked next to impossible because the way was so narrow and icy, the ice in many places overhanging in a sawtooth fashion the points rising in some cases 50 feet in the air."

**Reached Coveted Pinnacle.**  
"Two of the pinnacles were so high that it was impossible to scale them and accordingly steps were cut about these steps the party soon arrived at the base of the coveted main pinnacle. The first obstacle encountered here was a wall of rock about 10 feet high with solid ice on top affording scarcely a hand hold and with much overhanging ice and other substance to encounter. But by rendering each other almost superhuman assistance the climb was finally made."

"From this point there was one continuous half-raising climb. Deep and overhanging cliffs of ice were encountered and steps and hand holds were cut until a point about 50 feet below the summit was reached. At this point the most serious obstacle was met in the shape of a sharp ridge of solid ice and snow. On one side of this ridge the drop of about 5,000 feet straight down to the other a hanging wall. The ridge was only two feet wide and very icy. Deep steps were cut in this ridge and with only one person moving at a time, the remaining three braced with alpenstocks and picks set deep in the ice, the passage was finally made. The highest point was reached at 2:05 p. m."

**Some One Had Seen There.**  
"After investigating evidence was found that some person had previously been there. A stick about two feet long was found embedded in the rocks and on it written the name of S. S. Mohler, Oregon City, 1902, and a flag staff which was bent and twisted lying on its side. On the staff was found the names of S. S. Mohler, Oregon City, and J. J. Hicks, Portland, and August 14, 1906. Before leaving this point Mr. Stanniers of New York City, who had carried the Mazama box, placed it on the highest pinnacle."

"The return trip was the most difficult. Leaving the summit at 2:30 p. m., new steps had to be cut all the way down and climbing backwards made the descent extremely dangerous. It was here that the first mishap occurred. Mr. Stanniers lost his hold and would have lost his life but for the fact that his companions were also lashed to the alpenstocks firmly planted in the ice. A little more and he would have fallen 2,000 feet to his death."

"The foot of the pinnacle was reached and the party descended to camp through Fernella canyon. They reached camp at 8 o'clock. The remaining members of the party who had not explored trips on July 25, going as far as the glaciers."

## POPE-HARTFORD

(Continued from Page One.)

Matheson, carrying six passengers and driven by H. L. Keats. Cars were numbered in the order they left the starting line. Each machine carried an observer appointed by some other contestant in the race.

The official route of the run was from a start at North Eighth and Everett streets to Oregon City, thence on the west side of the river through Aurora, Woodburn, Gervais to Salem. The turn was through McMinnville, Dayton and Newberg, returning to North Eighth and Everett streets. The ride in itself was a splendid one. At 7 o'clock when the first car chugged away down Everett, sunset had looked on, and the clouds threatened, but did no more, till Salem was reached. Then the sun cleared the zenith and the day was perfect. But the roads were not.

**Worst Roads for Test.**  
Because the race was for endurance and not for speed the worst roads to be found had been chosen. Up hill and down dale, ruts and rock, dust a foot thick for miles at a time, only to change to a coarse and uneven surface, dumped and undrilled gravel was the tire-grinding, engine-racking course that the machines strained and labored over for 134 weary miles.

Fully half the entries stopped time and again to work with pump and hose, and a few of the machines jumped and rolled and plunged from start to finish without a hitch or halt. Only one had accident occurred, and that was more of a narrow escape than a serious mishap. Harry L. Keats split a front tire and went stumping-pulling with his hand held, his machine managed to make quite a clearing before he got back on the road and into the race again.

**Girls Throw Flowers.**  
One thing was particularly noticeable, the interest and kindly feeling displayed by everybody along the route with but one exception. The machines were cheered and agitated by crowds at farmyard gates and country stores. Along the road little girls threw flowers and fruit, and some young hoodlums stoned some of the cars, and in one instance came dangerously near crashing and accident. Those riding in the machines commented often on the friendly sentiment everywhere shown with the hostile feeling expressed for automobiles a few years ago along all country roads.

Otto J. Wilson and James H. Albert, cashier of the Fair National Bank, acted as control keepers. F. A. Bennett was chairman of the endurance run committee.

**How the Cars Finished.**  
Following is the list of cars finishing with the names of owners, drivers, the amount of gasoline consumed and the penalties for delays:  
Class A—Consumed 12.500 or over.  
Pope Hartford car, winner, economy score 1000. Keats Auto company owner, W. A. Gill driver, 8 1/2 gallons gasoline, 15 minutes for changing spark plug.  
Matheson car, economy score 1000. Keats Auto company owner, H. L. Keats driver, 14 1/2 gallons gasoline, 15 minutes for changing spark plug.  
Ford car, economy score 1000. F. J. Baumgartner owner and driver, 14 gallons gasoline.

White steamer, economy score 1000. J. B. Kelley owner, Billy Chris driver, 20 1/2 gallons gasoline.  
Stevens-Duryea car, economy score 995. L. N. Greenley owner and driver, 15 1/2 gallons gasoline, 15 minutes for changing spark plug.  
Royal tourist car, economy score 987. F. A. Stanley owner and driver, 13 gallons gasoline, penalty 15 minutes for water and oil.

Class B—Touring cars worth from \$1,500 to \$2,500.  
Cadillac car, economy score 1000. Covey & Wallace owners, Mr. Smith driver, 9 1/2 gallons gasoline.  
Mitchell car, economy score 1000. C. I. Howland owner and driver, 11 gallons gasoline, penalty 8 minutes for changing spark plug.  
Cadillac car, economy score 990. Covey & Wallace owners, 9 1/2 gallons gasoline, penalty 10 minutes for water.

Class C—Touring cars worth \$1,500 and under.  
Reo car, economy score 1000. F. A. Bennett owner, Joe Perkins driver, 8 1/2 gallons gasoline.  
Reo car, economy score 1000. F. A. Bennett owner, Charles Atwood driver, 8 gallons gasoline.  
Cadillac car, economy score 999. Covey & Wallace owners, H. M. Covey driver, 9 1/2 gallons gasoline, penalty, one minute for adjusting carburetor.

Class D—Runabout, economy score 999. Keats Auto company owner, H. M. Dodd driver, 8 1/2 gallons gasoline, penalty, one minute for priming engine.  
Ford runabout, economy score 997. F. A. Bennett owner, F. Pingers driver, 8 gallons gasoline, penalty, three minutes replacing nut on carburetor rod.  
Ford runabout, economy score 976. F. A. Bennett owner, Guy Holman driver, 8 gallons gasoline, penalty, 12 minutes for lost gas and spark plug.

Auto car, economy score 917. C. F. Fisher owner and driver, 10 gallons gasoline, penalty, 12 minutes for broken hanger and stop for water.  
Thomas car, R. D. Inman owner and driver, finished but observer lost score card.  
Economy prize—Car using least amount of gasoline in proportion to weight:  
Stoddard Dayton car, H. A. Burgess owner, weight, 2,900 pounds, gasoline consumed 7 gallons.

**FATE OF GLASS**  
(Continued from Page One.)  
It was a case of nine for acquittal against three for conviction.

**Jury Is Kecked Up.**  
Shortly after 5 o'clock the jury would be called into court at 9 o'clock tonight. Incidentally the judge remarked that he was going to the Fairmount hotel that the jury had decided upon to 12. He knew, but at 9 o'clock there was nary a word from the jury room so the judge was not disturbed until after the theatre was over.

At 11:30 o'clock, just 30 hours after the jury had begun its deliberations, Judge Laylor laid out the case to the night because of its failure to agree upon a verdict.  
During the long vigil the friends and attorneys for Glass appeared to be confident of a disagreement. Both Glass and the people associated with him spent the night of a unanimous verdict for conviction.

**Money Is Confident.**  
District Attorney Langdon appeared to be a bit worried, but if his assistant, Henry H. Henny, had any doubt about the outcome, he did not show it as he announced that he was going up to the Holman club in the afternoon, to forget all about graft and grafters. Rudolph Spreckels, however, remained in the jail, and the people constantly looking at his watch and seeing reports from the jury room. He was visibly perturbed and at times irritably nervous. He was waiting for the verdict of guilty would immediately follow the closing of the case and could not withdraw any more. He could not make up their minds as to Glass, could not wait any longer.

William J. Burns was not so optimistic. While he appeared to look upon the outcome as certain, he grew depressed as the hours wore on without a definite word from the jury room. During the evening his remarks were interpreted as a conclusion on his part that a disagreement was almost certain.

## YOUNGEST STAR IS SECRET BRIDE

Maude Fealy Married to Denver Newspaperman Two Weeks Ago.

(Hearst News by Longest Leased Wire.)  
New York, July 27.—Broadway was greatly surprised today to learn that Maude Fealy, known as the youngest star on the stage, had been secretly married to Louis H. Sherwin, dramatic critic of the Denver Republican, since July 15.

The wedding took place in Denver, the court judge and clerk first having been sworn to secrecy. Miss Fealy is 23 years old and has been on the stage practically all her life. At the age of 20 she supplanted Ellen Terry as the Henry Irving's leading woman. She was born in Memphis. Her mother, who has been at the head of a musical school in Denver, is about to reappear in vaudeville. She made her first theatrical appearance at the age of 15.

Mr. Sherwin also comes from a family born to shine before the footlights. His mother was Mme. Amy Sherwin, a prima donna soprano, now in Australia. His father, John Sherwin, was at one time manager for Paderewski and later for Kubelik. Sherwin, who took his mother's name, was prior to going into newspaper work, a theatrical man.

## RATE WAR TRUCE

(Continued from Page One.)

The agreement bears the signatures of Governor Glenn and Attorneys A. F. Thom and J. P. Humphrey, counsel for the Southern railway. The railroad attorneys incidentally pledge themselves not to inaugurate contempt proceedings on account of anything done by state officials in connection with the rate litigation.

Tense between the warring interests were reached as a result of a lengthy conference between Governor Glenn, his special counsel, former Governor Aycock and Speaker Justice as the state representatives and the railroad attorneys speaking for the Southern system. Persons familiar with the state of the issue say it is a decided victory for the state and Governor Glenn.

The conference between Governor Glenn and Speaker Justice as the Southern Railway officials was preceded by the most sensational developments thus far in the rate fight.

**President Finley Arrested.**  
President Finley of the railway was arrested by an Asheville policeman on a warrant from Judge Reynolds's court and subsequently released on habeas corpus proceedings by United States Judge Pritchard.

At the same time in open defiance of the federal court, the Southern Railway officials, already under sentence of the chain gang and set at liberty by Judge Pritchard's mandate, was made a prisoner a second time and is still held in Judge Reynolds's custody.

President Finley was arrested as he sat at a table at the Hotel Raleigh. His advisers and his wife were with him. Judge Pritchard, notified by telephone, came to his office and issued a writ for his release.

A federal deputy marshal met Finley and his custodian as they were leaving the hotel, served his writ and forced the policeman to set his prisoner at liberty. Wilson was arrested while selling tickets, forced to leave his office, thronged with patrons. In police court his hearing was set for Monday, Judge Reynolds announcing he would take personal charge of the prisoner.

Wilson declined to follow the judge but was rearrested and turned over to his custodian on Monday.

**State Law Is Invalid.**  
The North Carolina rate war question hinges on the question whether the federal court has the right to interfere with the state law limiting railroad passenger rates to two and one-quarter cents a mile. United States Judge Pritchard of the North Carolina district court answers in the affirmative. He says the law is unconstitutional and void, and that only to wipe it from the statute books but to prevent the state from punishing railroad officials who violate it.

He bases his opinion on the contention that a two and one-quarter-cent rate is so low as to compel railroads to carry passengers at a loss; that this amounts to confiscation of railroad property without process of law, and that, in turn, violates the federal constitution.

Judge Pritchard's ruling was made on an appeal by the Southern railway from the state courts to his tribunal—an appeal which the state authorities say is unwarranted. The Atlantic Coast line, which also does business in the state, has complied with the new law.

**Sent to Chain Gang.**  
Active hostilities broke out when the state officials caused the arrest of District Passenger Agent Hood and Ticket Agent Wilson of the Southern railway of the Asheville staff on charges of continuing the sale of tickets at rate in excess of two and one-quarter cents after the new statute became effective. The two railroads were tried before Police Judge Reynolds, found guilty and sentenced to 30 days each in the chain gang.

Simultaneously with the criminal proceedings, actions were brought, also in the state courts to punish the railroad corporation for permitting its employees to break the law. In this case, a \$20,000 fine was imposed. Instead of taking the case to the higher courts, the railroad went to Federal Judge Pritchard. The latter released the railroad men on habeas corpus proceedings and tied up payment of the fine by declaring the law inoperative.

Though the state has delayed until today, when Wilson was tried before Judge Reynolds, the railroad is determined to enforce execution of its sentences in either the individual or corporation cases. The railroad announced that it would tolerate no interference by Judge Pritchard and intended to go on with its business.

**Threatens Judge Pritchard.**  
Judge Reynolds supplemented this announcement with threats—not yet made good—to send Judge Pritchard to jail the latter intended to try the railroad police court affairs. Judge Pritchard replied that Judge Reynolds might go with his prisoners, but if he chose but that such action would be followed by his commitment to jail for contempt of federal court.

Governor Glenn came to Judge Reynolds's rescue with the declaration that he would call out the militia rather than see the state divided by a police regulation. Judge Pritchard answered that he, in turn, would appeal to President Roosevelt for federal protection and to carry out the orders of his court, if such support became necessary. Efforts to secure a compromise have failed.



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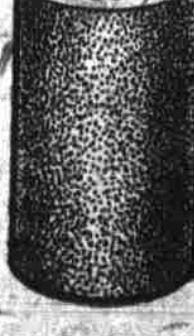
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## MUSICIAN ARRESTED FOR IOWA FORGERY

Chicago, July 27.—A man giving his name as Augustine Gilman, aged 35, claiming to be the son of a wealthy Chicago Italian, was arrested last night upon charges of forgery preferred by the police of Des Moines, Iowa. The prisoner is a musician, and has been known under the name of Gilman.

## HYDROPHOBIA CAT BITES CHILDREN

(Publisher's Press by Special Leased Wire.)  
Memphis, Tenn., July 27.—Consternation has been created in the vicinity near the terminus of the Jackson Sound cat line by a cat, said to be afflicted with hydrophobia. The feline was bitten by a mad dog some weeks ago and since then has driven its sharp teeth into the flesh of several children. The victims will be given the Pasteur treatment.