REFORMERS VICTORIOUS

Only in Union Labor Party Did Old Faction Prevail at San Francisco Polls Yesterday—Herrin Loses Railroad Candidate.

(Journal Special Service.)

San Francisco, Aug. 14.—Only in the Union Labor party did the old faction prevail at the primaries yesterday, both Democrats and Republicans electing reform delegates. The official outcome shows that the McNab, Democratic, Ryan, Republican, and McCarthy, labor tickets, were victorious at the polls.

The selection of the McCarthy ticket by the Union Labor party is a decided victory for Egan and Benham who did not side with Ruef and Schmitz. Michael Casey, head of the teamster's union, was fighting for the reform vote of the party but lost out.

There was no issue on reform in the Democratic ranks, both sides having declared themselves favorable to the continuance of the graft prosecutions.

A severe defeat was administered to the Herrin and Southern Pacific political forces in the victory of Ryan on the Republican ticket.

HIGHER SALARIES TO UMATILLA TEACHERS

Cost of Living Compels Them to Demand Increase and Boards Are More Liberal.

(Special Dispatch to The Journal.)

Pendleton, Or., Aug. 14.—An increase of nearly 15 per cent in the salaries to be paid the teachers of the county is shown by the contracts that have already been filed with the county superintendent. Last year the salaries were considerably in advance of the previous year's and an equal if not greater increase is now shown.

In 1906 the average salary paid male teachers was $46.08, while for female teachers the average was $51.82. Contracts that have now been filed for the coming year show an average of $74.66 for males and $58.75 for females. When the contracts from the Pendleton schools are filed this average will be greatly increased, since a general advance in pay was given by the board.

That better salaries are now being paid than in the past is attributed to the advance in the cost of living, which makes better pay imperative, and also to the greater liberality of the various districts in providing money for the operation of the schools.

DID WILMERTON JUMP INTO THOMAS CREEK?

Disappearance From the Zysett Farm May Be Explained by Evidence of a Tragedy.

(Journal Special Service.)

Albany, Or., Aug. 14.—Mystery surrounds the whereabouts of R. H. Wilmerton, who a few days ago hired a livery team in Salem and left it at the farm of John A. Zysett of Thomas. Sheriff Culver wen to the Zysett farm after the team and believes there is something peculiar about the matter, as Wilmerton made no effort to sell the team or dispose of it in any way whatever.

It has been learned that the missing man was in the employ of the Albany Lumber company at Lyons and on leaving that place went to Oregon City and Portland. On Monday the Albany mill manager received a phone message from Wilmerton in Salem asking for a job in the new mill at Albany. This was granted and it is thought that the team was engaged with the intention of driving to this city.

Zysett says Wilmerton was under the influence of liquor at the time of his arrival at the farm and he was permitted to sleep in the haymow. Thomas creek runs immediately to the rear of the barn and it is thought that possibly he committed suicide by jumping into the creek.

Since he left the team at the Zysett farm absolutely nothing has been heard of Wilmerton.

CHINESE GIRLS TO BECOME NEW WOMEN

Twenty Coming to America to Become Teachers, Nurses or Physicians for China's Good.

(Special Dispatch to The Journal.)

Seattle, Aug. 14.—The Minnesota when she arrives in Seattle next month will bring a score of Chinese girls of prominent Shanghai families, who will enter various American institutions of learning. Most of them will go to Massachusetts to take special courses in finishing schools of that state. A few may remain in Seattle to enter the University of Washington, and others to take special professional courses. Chinese in this city have been advised that the girls will be returned to their own country either as teachers or medical practitioners. It is probable that most of them will go back to take charge of girls' schools.

TACOMA PLANS FOR CITY POWER PLANT

(Special Dispatch to The Journal.)

Tacoma, Wash., Aug. 14.—At a special meeting last night the city council decided to construct an electric power plant in the upper Nisqually river canyon of 10,000 horsepower. Providing he submits detailed plans and specifications satisfactory to the council the bid of George Milton Savage, $1,700,000, will be accepted for the construction of the plant. It is expected that it will be completed within a year. The plant is to be paid for with a bond issue that will be a mortgage on its receipts, the city in this way avoiding going into debt for it. It will be one of the best municipal power plants in the country and will supply power at less than half a cent per kilowatt hour.

STEADY GROWTH FOR PORTLAND

Financial Stringency in East Has No Effect on Conditions Hereabouts.

EVERYTHING IS NOW FIGURED BY MILLIONS

Enormous Amount of Outside Capital in Addition to Great Available Resources Rolling Through Investment Channels for Local Use.

The feature of the local financial business situation continues to be the increasing amounts of cash capital that are being expended in and around Portland for development work, embracing railroad and bridge building, steel, brick and wood construction of all kinds, and timber operations. Millions of cubic yards of earth are being moved, millions of feet of timbers are being used, and millions of tons of steel are called for. Everything is computed by millions nowadays in Oregon.

No Stop in Growth.

It is a remarkable fact that while a financial stringency has prevailed in the east, money has been scarce and hard to get in San Francisco operations, bank clearings, construction work and realty prices have been on the down hill at Seattle, and there has been a let-up of the forward pace at Los Angeles, Portland is still pushing steadily forward, apparently without an efort, and as far as anybody knows it would be practically impossible for any ordinary shock to check this city's growth under present conditions.

An enormous volume of outside capital, in addition to the great available resources of this city's wealthy population, is rolling through local channels of investment, particularly into railroad extension, which always carries with it a rising realty market and solid values. In Portland's present case these values, while steadily advancing, are still low, and will probably remain on a very conservative basis. There seems to be no way of inflating a boom here. Portland learned her lesson early in the '90s, and has committed to memory those familiar and feeling lines "Lest we forget."

The Oregon Electric railway, opening a practically new territory for 50 miles between Portland and Salem to immediate electrical transportation, will be completed and in operation within the next 60 days. It means the expenditure of $2,000,000 of railroad money in Portland's trade territory, and the upward movement of all kinds of property tributary to its course through the country from Portland to the state capital. It also means the bringing of Salem within an hour and a half of Portland for commercial and social conveniences, through a fast time schedule with luxurious electric coaches. Social and commercial intercourse between prosperous communities means a stimulus to industry and trade, and then more prosperity.

Spending Thousands Monthly.

The United Railways company is steadily pushing construction of its city lines, laying heavy steel and building a first class road. The company's expenditures amount to many thousands of dollars each month, and in the aggregate will reach more than $1,000,000 in the course of the year. This line will probably be extended to Hillsboro and Forest Grove, and to Salem via the east side of the Willamette river. Its power will for the beginning of operations be purchased from some existing electric power company.

Construction of the Mount Hood Railway & Power company's plant and railroad is proceeding slowly but unceasingly. This company has from the beginning had ample funds to carry out its plans, and has been under the guidance of a master hand in electric railway promotion. Through the Union Trust company of San Francisco it has already sold a bond issue of $5,000,000. Its plans for development of electrical power in Oregon are more extensive than it is willing to admit, and the future promises competitive conditions in electric power and light that will prove to be a great boon to Portland and the surrounding country. This city with the proper development of the water powers within its reach for electrical current will become the manufacturing center of the entire region west of the Rocky mountains. There is enough cheap power available here to manufacture all the commodities required by the entire empire of the Pacific and the orient combined. E. P. Clark, who is behind the Mount Hood Railway & Power company, has large ideas about the development of power in the region toward Mount Hood. He is one of the kind of developers who moves slowly but makes few mistakes. He will take his own time, but will ultimately work out plans that will require the expenditure of the entire $5,000,000 which he is reported to have brought to Portland for that purpose.

Millions for New Roads.

The Pacific Railway & Navigation company is building a steam road of approximately 100 miles, costing probably $3,000,000, from Hillsboro to Tillamook, and most of the money finds its way into Portland financial currents. The road taps a virgin country so far as transportation facilities are concerned, but rich in all the resources that make a country prosperous. The result is an upward movement in realty, an active market and more or less money changing hands every day as a result of railroad talk along this line. Many new beach resorts are being purchased by syndicates and platted between Seaside and Tillamook bay, and a vast stretch of the seashore heretofore, practically unseen by the white man of interior Oregon will be opened to the public's use and enjoyment.

The Willamette Valley company is projecting further up the valley a system of electric lines that will reach into the Santiam timber belt, and tap a rich dairying and fruit region. In southern Oregon Portland interests have directed the attention of eastern capitalists to the field for railroad extension and industrial development, and a railroad is being built from the Blue Ledge mining district to Medford, Eagle Point, Butte Falls and Crater lake. Ultimately the road will, it is said, be pushed on to the Pacific tidewater, probably at Eureka.

Explore Unknown Regions.

The Harriman and Hill companies go on expending millions of money in extensions, improvements and bridges, and their engineers continue to explore the unknown regions of the state to find the best grades for more railroad construction. It is the hope of many that these companies will, despite the cynicism that has been engendered by their past inactivity, bestir themselves from this date forward and push railroad construction into the richly productive regions of Oregon as never before.

In addition to new railroad company expenditures, the Portland Railway, Light & Power company is expending an appropriation of $2,500,000 set aside last year by the directors for extensions, betterments and new equipment. This program will include the splendid new terminal station to be erected between First and Second streets, ground for which has already been purchased.

It is not exaggerated to say that, exclusive of the projects of the established steam roads, there are under way in and around Portland railway and power developments that will as the succeeding months go by add $15,000,000 to the local circulation medium. If it be true that "money makes the mare go" Portland is reasonably certain to jog along at the head of the Pacific coast procession for some time to come.

HIGH FIGURES FOR TRANSFERS

Splendid August Record So Far in Real Estate Circles.

GREATER MOVEMENT EXPECTED NEXT FALL

Dealers Look for Brisk Trading in Quarter Block Holdings Near Retail District—No Inflation of Values to Hurt Buying and Selling.

Despite the fact that the month of August is counted the dullest in the real estate world, transfers in city realty have maintained astonishingly high figures. Half of August has passed with no decrease in the records of sales over other recent months, and a very assuring increase over the records of any previous August. Real estate men look upon this condition as very encouraging and as a prediction of a heavy fall movement in Portland real estate.

Watching Property.

Real estate dealers unanimously look forward to the fall for a greater movement in real estate than heretofore. There are scores of quarter blocks near the retail districts that progressive real estate dealers are watching with the expectation that there will be interesting outcomes connected before the winter shall have passed. Visiting real estate dealers are astounded at the small amount of cash needed to move these unimproved business sites and the opportunities and unfound fortunes that lie in them.

There is also the fact that real estate in Los Angeles and Seattle is not moving with the accustomed sprightliness. A close observer who has lived in Seattle stated yesterday that dealers there all say that real estate is not moving in that city as easily as it has for the past few years. These conditions in the neighboring cities, they say, tend to show that Portland is demanding the attention of those who actually buy real estate for residence and business purposes and which they intend permanently to improve.

California Decreases.

Los Angeles papers that closely watch the realty market, commented last week upon the decrease of real estate transfers during the month of July over those of one year ago. In a rapidly growing city, such as is Los Angeles, a decrease in real esate transfers means considerably more than does an increase. No apparent cause can be found for the condition except that values have arisen to that height where they cannot be maintained. Purchasers do not feel they can offer more so holdings are not changing hands.

nI Portland there has not been the inflation of values that has been the case both in Seattle and Los Angeles. Several influential real estate dealers have worked conscientiously to keep this factor out of the local realty market, in a general way. This is a difficult undertaking unless there is a general conservative tone prevailing. Such a condition does prevail in Portland and always has, sometimes to its detriment. It is freely expressed, now, however, that Portland will benefit from this conservatism in matters of real estate and tall buildings where other cities have overdone themselves.

Some real estate dealers also freely express the opinion that Portland's available residence sites situated on the high hill sides, such as the Council Crest property will meet with a market during the coming winter. While local residents do not appreciate the fine views of the river and mountains afforded, eastern people do. As the number of visitors from the east grows larger each month this property is expected to be in the most demanded section during the next few seasons.

Several tracts of this hill property are under improvement now in anticipation of the demand, that it is expected, there will be for it. A syndicate has obtained possession of a large piece in South Portland while those handling Portland heights property have been taking advantage of the summer to complete terraces, street grading, laying of cement sidewalks and other improvements.

GREATEST CROP IS NOW MOVING

Pacific Northwest Wheat On Its Way to Tidewater at Last.

The greatest wheat crop in the history of the Pacific northwest is now moving to tidewater. The two rainy days that stopped the harvest for 48 hours last week did more good than injury to the crop, for in some parts of the northwest the grain needed rain and the showers that came were quite welcome.

Wheat Badly Needed.

To move this crop to tidewater is one of the annual problems of the financial world. In the northwest wheat crop alone this season there will in all probability be 60,000,000 bushels of the best quality ever produced in any place in the country. This wheat is needed badly by the milling fraternity of the northwest at once. There is no carry-over stock to tide the trade over until the new crop movement is in full swing. Most millers have scarcely a bushel of old wheat remaining in their bins and they are in a hurry to get their portion of the yield to their mills so that grinding can be started with least possible delay. Of course only a small amount of new wheat can be used until it ages somewhat, but millers will use all they can, for they have but little old-crop grain to blend with it.

Being in so much of a hurry to secure the new crop, millers are scarcely treating with producers over what they shall pay for supplies. On an average the farmer is receiving 70 cents a bushel for his crop right at the railway station. Some of them are holding out for 75 cents a bushel, but a sufficient supply is being secured by millers at 70 cents to allow them to start the season's work, with no fear of a shutdown for several weeks.

Costs Money to Move.

All of this wheat costs money to move, and the banking fraternity is kept busy providing funds so that no delay shall ensue. Whether wheat is a good investment at this price there is a difference of opinion, but as wheat is high so is flour, and this allows the miller to pay the high price without inconvenience.

While the oats crop is short in the Willamette valley, the greater supply grown this season in the Inland Empire makes up for any shortage shown locally. There is every indication that the eastern oats crop will be one of the smallest in years, both as regards quality and quantity. Inland Empire and Willamette valley oats on the other hand are of the best quality, and this means prosperity to that branch of the grain trade.

Rolled oats and cereal manufacturers will come to the west coast this season in order to get the best oats that grow in the country. Samples of new oats received in this city from the interior show the quality to be the best ever known, the grain being of unusually large size and heavy body. With a small oats crop in the east and indifferent quality there Pacific coast oats goods manufacturers will have no real cause for complaint regarding the competition of the eastern made stock the coming season.

Oregon Oats the Best.

As a general rule the oats of the east are brought into competition with the home product in the Philippines on account of the former's cheap price. These eastern oats are not of nearly as good quality as those grown at home, but in some instances they have been purchased by the government because of the lower values. This, however, will likely be done away with the coming season, for oats in the east will be fully as high in comparison as the coast product, and then there is the poorer quality to figure with. All of this tends to pour more millions into the coffers of the producers of the Pacific northwest.

NEW NAME IS CHOSEN FOR SOLDIERS' SCHOOL

(Journal Special Service.)

Leavenworth, Kas., Aug. 14.—On the opening tomorrow of the new term of the Infantry and Cavalry school at Fort Leavenworth, the name will be changed to "Army School of the Line." This school is the principal one of the three military service schools established at Fort Leavenworth. The other two schools, the Army Staff college and the Signal school, sprung from it.

This will be the third change in name since the school was started 26 years ago. When the school was organized in May, 1881, it was designated "The School of Application for Infantry and Cavalry." It was changed shortly afterward to "Infantry and Cavalry School." There are several reasons for the new change in name, and one is that student officers from all branches of the service, instead of only infantry and cavalry, attend it now.

The importance of the military service schools here is increasing each year. The rank of the student officers is higher than formerly. Before the Spanish-American war only lieutenants, and mostly second lieutenants, were the students. On reopening after the Spanish-American war, captains were detailed to attend the school and now majors are included for students.