

PAGEATRY AT QUEBEC BIG TRADE OF PANAMA

Historical Review in Spectacles and Tableaux to Reproduce Early Canadian History—Prince of Wales Comes Tomorrow.

(Special Dispatch to The Journal.)
Quebec, July 21.—Tens of thousands of persons this afternoon witnessed the first performance of the great pageant on the Plains of Abraham, marking the real beginning of the Quebec festival celebration. The pageant was of a historical character and comprised half a dozen scenes and numerous tableaux.

The pageant began with the coming of Cartier, 400 years ago, and ended with the arrival of the British and Wolfe, Lewis and Murray. The heroes of the battle of the Plains of Abraham stood in the center of an impressive historical picture, surrounded by all of the other participants in the pageant, while before the river the battalions of three nations boomed out a great salute to the "country with a noble past and a glorious future."

Other groups in the pageant dealt with the gorgeous court of France, the gardens of Fontainebleau, while Francis I on a white charger, surrounded by hundreds of valiant courtiers, talked with Cartier of the wonders of the new world. Another court scene showed the king of France on his throne and the steadily pavane danced by famous beauties of the seventeenth century, and the granting of a commission to Champlain to sail for America on a voyage of discovery and exploration.

The Coming in of the Church.
Following these scenes connected with the later history of Quebec, one of the most beautiful and impressive, showing the citizens going down to the river bank to meet the saintly Mother Marie and the Franciscan and Jesuits, who knelt and kissed the ground of New France, taking it in the name of charity.

The number of visitors in Quebec is steadily and rapidly increasing and the accommodations of the city are being put to a severe test. The number of soldiers alone is estimated to reach a total of nearly 25,000.

Hundreds of new visitors arrived today from many parts of the world to witness the reception of the Prince of Wales and his party. This, of course, will be one of the biggest events of the entire celebration program. The arrangements for the reception of his royal highness and his staff are of the most perfect character.

Greetings to the Prince.
The official landing of the royal party is to take place at 4 o'clock in the afternoon at the King's wharf. Prior to this Sir Wilfrid Laurier and an official party will board the indomitable and will present to the royal visitor an address of welcome. This address will be in French and English and will be read to the prince in both languages.

In the evening his royal highness will meet other distinguished visitors to the celebration, among them the president Fairbanks of the United States and the official representatives of the French government.

Thursday the Prince of Wales will be presented with the civic address of welcome and will take part in the official ceremonies commemorative of Champlain and of the founding of Quebec, and will review the historic procession in front of the Champlain monument.

Friday at a review on the Plains of Abraham, after which he will hand to the governor-general the title deed of the Plains of Abraham and the fort.

On Saturday the prince will embark at the King's wharf and pass down the lines of assembled ships of great Britain, France and the United States, and in the afternoon he will be present at the banquet on the Plains of Abraham in the evening a banquet will be given at the Citadel to the representatives of Australia, South Africa, New Zealand and Newfoundland, at which the Prince of Wales will speak.

Measures for Prince's Protection.
The prince will attend the services at the English cathedral on Sunday. Monday he will participate in various features of the celebration program and in the evening will witness a grand naval review and illumination of the fleet. Tuesday he will visit Victoria park and will plant a tree in commemoration of his visit.

His majesty is inadvisable, with the Prince of Wales and his party, will depart from Quebec at daybreak Wednesday, July 23.

Confined, However, to Small Length of Railroad, Only 50 Miles, Which Is Busiest in World—New System Established.

By FREDERIC J. HASKIN.
(Copyright, 1908, by Frederic J. Haskin.)
Washington, July 21.—The Panama railroad can give pointers to any system in the United States on the matter of handling a maximum of business on a minimum length of line. During the fiscal year of 1907 it handled 43,456 trains over its 50 miles of line, and when the work for the present fiscal year is summed up it will probably show that nearly 100,000 trains have been handled. The terminal canal commission is now hauling not far from 7,000 trainloads of dirt a month, and the Panama railroad probably hauls more than it did a year ago. This would make over 8,000 trains a month on a railroad only 50 miles long.

The acquisition of the Panama railroad by the United States represents its first incursion into the field of government ownership of railroads. When Uncle Sam bought the holdings of the French for \$10,000,000, he acquired not only the Panama railroad, but also the existing laws the road could not have been operated on a commercial basis except as a trunk line, when the United States merely owning the stock, while an operating company, made up of private citizens, had conducted its affairs. If it had been acquired in the usual way every dollar collected for freight and passenger traffic would have been turned into the treasury, and every dollar paid out would have had to be appropriated by congress. Even had the Panama Railroad company wanted an engine, a car, a steel rail, or a dozen eggs for its commissary, it would have had to advertise for bids.

This led to the present plan, which puts the railroad safely beyond the bundle of red tape that no other kind of economical methods. The railroad is therefore operated just like any other business, and its financial affairs are conducted the same way, except that the president and the board of directors do not own a stock in the stock, and that the isthmian canal commission is allowed to run its trains on the Panama railroad line.

Road's "P. E. E."
One familiar with the Pennsylvania railroad in the states is forcibly reminded of it when on the isthmus. Here is the familiar "P. E. E." on every car, and only the keystone is missing from the lettering on the right, else the uninitiated might jump at the conclusion that the Pennsylvania had extended its lines to Panama. The coaches are painted the same color, and are of the same modern design as those of the Pennsylvania system. The engines are of a heavy type, but with small tenders. No large American engine ever went such wonderful changes in so short a time as the Panama railroad has undergone. When Colonel Goethals first went to the isthmus four years ago he found the jungle touching boughs across the railroad, forming a treacherous way almost from Colon to Panama. The road bed was then as crooked as the Ganges river, and that is the superior of crookedness. The engineers had followed the line of least resistance from one side of the isthmus to the other, and that classic railroad joke about starting on the rear end of the locomotive might well have been perpetrated by a passenger on a Panama railroad train.

The rolling stock was antiquated, and the whole outfit was at least 25 years behind the time. They did not even have a telephone, but carried it like the "trouble man" carries, and would stop the train and ring up the dispatcher whenever they wished.

Purchase of Engines.
When the United States took hold there had to be a good railroad. Wallace and Stevens each contributed his share to making it good. Wallace bought the heavy engines which were criticized at the time. Stevens double-tracked the road, established an up-to-date block system, and in short, turned over to his successors a railroad which will compare favorably with the average of the country.

The improved condition of the road is shown in the increased business of the canal. The total earnings for 1907 were almost double those of the previous year, and the indications are that the annual report of the present fiscal year will make even a better showing. The increase in freight carried was about 40 per cent, and the passengers carried in 1907 were about double the number carried in 1906. Here again the indications are that 1908 will set a new mark. Not only does the Panama railroad carry more business, but it carries it more profitably for travel just because they are on the isthmus. Those who have the money to spend generally travel first-class, but the majority go second-class. Of the 82,000 passengers carried in 1907, 55,000 were second-class passengers, and these included no whites and few Chinese.

The Panama railroad, owned by the United States government, owns in turn a steamship line from New York to Colon. This line operates six ships with sailings from New York and Colon every five days. The operation of the Royal Mail and the Hamburg-American lines to Colon has divided the business by three, but by one of those strange paradoxes of trade the Panama railroad steamship line has now more business and a better balance sheet than it had before any other line came in the port of Colon. The operation of the steamship line is profitable, even if nearly all the passengers carried by it are employees either of the railroad or of the canal commission, and are charged but a nominal rate for their passage. The rate is 10 cents for the way as compared with 25 cents on the other lines.

The railroad and the canal commission operate in the community of interest. The latter extends its railroads, once a commercial business. It would carry its part and parcel of the same business. The directors are the chairman and the board of directors, respectively, of the Panama railroad and the canal commission, and they work with one another and what they do is to do anything they can to help the other. It is simply good sense to do this. The same principle is applied to the same principle with the I. C. C. At the end of the year a balance is struck and there is no great outgo on either hand.

Relocation of Road.
The Panama railroad is about the only one in the world that has had to be moved almost entirely to make way for another enterprise. When the relocation of the road is completed it will have only 10 per cent of its present location. Where it now crosses the isthmus, it will then be entirely on the canal. If it were to continue in its present location from Colon to San Pablo it would find itself under about 32 feet of water. To obviate this a great embankment 21 feet high will skirt the eastern edge of the dam. This embankment will be about 1,400 feet long, some 1,400,000 cubic yards of earth being required to build it. It will be the largest single railroad embankment in the world. The entire relocation of the railroad has been made necessary by the construction of the canal by the canal commission will bear all the expense.

Life for the relocation of the road will have higher percentage of unemployment than almost any other railroad in the world.

world. It will be built on a high elevation to keep it out of the waters of the isthmus. It will require 12,000,000 cubic yards of earth to make the necessary fill, and nearly all of this will come from the canal prism. The fill will represent a pile of dirt approximately one-fifth as much as will have been taken out of the canal from the time the French under the Lesseps, turned the first shovel of earth, until the ships are ready to sail through the channel.

First Days of Line.
The rush of gold seekers to California led to the building of the railroad across the isthmus. William H. Aspinwall, in whose honor Colon was named Aspinwall, and some other New York capitalists got the money together, and then secured the necessary concession from the New Granddian government. This concession was afterwards made to run 118 years by the Colombian government. When the French canal company decided to build the canal they bought the railroad, acquiring sixty-eight per cent of the stock, paying \$250 per share for it, after the American stockholders had stripped the company of its cash. In other words the transaction netted the American stockholders \$291 per share at a time when it had been selling at but a few cents above par.

When the road was completed the first-class fare across the isthmus was \$15 in gold. Baggage was charged for at the rate of 10 cents per pound, and if a passenger carried an overcoat or an umbrella, whether he took it with him into the coach or not, he had to pay baggage rates for it. Residents of the isthmus were given monthly passes upon the payment of \$50 flat. First-class freight was carried at \$3 per hundredweight.

When the Americans took charge the passenger rate across the isthmus was \$5, today it is \$2.40. It now costs more to check one's baggage across the isthmus than it does to buy a first-class ticket. A trunk containing 150 pounds will cost \$3, while a first-class ticket costs a half dollar less. A fair-weather suit will be taken across at a cost of \$1.

The intention of the United States is to maintain the Panama railroad as an adjunct to the canal, and in the coming days, does not wish to spend some ten hours going through the big ditch can take a train which will carry him across in a few hours. The strategic importance of having means of rapid communication on the isthmus is perhaps the impelling motive of the government in preparing a modern, well-equipped permanent railroad along the canal.

FALL CLASSES WILL SMASH ALL RECORDS
Expectations Are That 250 Freshmen Will Enroll at U. of O.

(Special Dispatch to The Journal.)
University of Oregon, Eugene, Or., July 21.—The freshman class entering the University of Oregon this fall will be by far the largest in its history. Every indication points to a freshman registration of 250 and a total enrollment of nearly 600 students, not including the departments of law and medicine.

Last year one fourth of all the high school graduates of Oregon entered the University of Oregon, and there is every reason to believe that an even greater percentage will enter this fall, though the number of graduates is nearly a half larger than last year.

The registrar's office receives many letters each week asking if credits from eastern high schools will be accepted. The demand for out-of-state credits has been unprecedented, and unless all signs fall next year's enrollment will be a record-breaker.

"SOAPY" SMITH'S GRAVESTONE STOLEN

(United Press Leased Wire.)
Skagway, Alaska, July 21.—An unknown vandal yesterday carried away the headstone that stood over the grave of "Soapy" Smith. The grave of the famous outlaw, thief and murderer has been visited by hundreds of tourists this spring and summer.

The grave was marked by a simple wooden slab, on which was painted merely the man's name, with dates of his death. There is no clue to the thief.

NORTHWEST WHEAT
(Continued from Page One.)
ter in fine shape and sample kernels received here slow plump berries and fine quality.

From Eureka flat country in Washington early encouraging reports are being received at this time and no absolute failures or near-failures have been mentioned in the latest advices from there, although first reports from the flat country would in many instances produce no more wheat than would be needed for seed.

Sing a song of sixpence,
A pocket full of rice,
If Mrs. Eddy had her way
I guess we'd never die.

E. A. MILNER REAPPEARS

This Time He Is Filing Cross Complaint Against Wife—Ex-Portland Principal, Discharged for Intemperance.

(United Press Leased Wire.)
Oakland, Cal., July 21.—Accused of habitual intemperance by his wife, Edgar A. Milner is today suing for divorce on a cross-complaint in which he alleges that he was forced to resign his position in the Portland schools because of the humiliation and disgrace heaped upon him by the waywardness of his spouse. He was formerly principal at the Chatawaugh grammar schools near Los Angeles and at one time a resident of Seattle.

Milner went to Portland in 1897 and taught in the schools there until 1906, when, he alleges, he was forced to leave because of the conduct of his wife. Going to Clatsworth Park he taught in the grammar schools from July 31, 1906, to June 29, 1907. He then came to Oakland, where he remained a short time and then moved to Seattle.

While they were living at Woodlawn, a Portland suburb, Milner alleges, he discovered his wife was visiting cafes. Stories about her got into general circulation, he says, and caused him to hand in his resignation and leave the city. His health was broken and he was forced to take medical treatment while he was here.

After going to Seattle, Milner says, his wife sent him frequent appeals for money, representing that her daughter had appendicitis. Milner is the third husband of the woman is suing for divorce. He says he but recently heard that under the name of Mrs. Clara Williamson she was married to Charles Bogard, a Southern Pacific conductor.

Mrs. Milner has two children, a daughter, Mrs. Cecile Dumaria, 22 years old, and a son, Wayland, 19, by her first husband, Williamson. In connection with these children Milner tells of an exciting experience. He says when he upbanded his wife on one occasion the son hit him with a heavy coffee cup and the daughter attacked him with a knife.

Milner is well remembered in Portland, having for a number of years been principal of the Woodlawn school, which

place he resigned in 1906, the resignation having been demanded by the school authorities, because of Milner's intemperate habits and the constant trouble he was having with his wife. The immediate cause of Milner's resignation from the city schools and leaving Portland was a severe whipping he gave his wife at their residence on Union avenue. It was upon this occasion that his step-daughter attacked him with a knife. Milner also had a record for wife beating at the Corvallis, where he was at one time engaged in teaching in the public schools. As a principal, Milner was popular

with his grade teachers, some of whom stood loyally by him in his trouble with the school board. He was considered a fine instructor in mathematics.

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