

DAILY CAPITAL JOURNAL

BY HOFER BROS.

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Russian Pianist Coming.

Waldemar Lutsch, the renowned Russian pianist, will arrive in this country the latter part of this month and will inaugurate his American tour in Boston as soloist of the Boston Symphony orchestra at two concerts to be given October 20 and 21. His tour will be under the direction of William K. Ziegfeld, manager of the Chicago Musical college, and great interest naturally centers in the appearance of Mr. Lutsch because of the glowing reputation that precedes him from abroad. No artist is better known in the musical centers of the Old World than this talented young man. He was born in St. Petersburg in 1877 and received his instructions exclusively from his father, a well known artist and pedagog of St. Petersburg conservatory. His first appearance in public was in 1896 and he immediately awakened the stormiest of enthusiasm. Since that time his forward position among great artists, so instantaneously secured, has been more than maintained, and Lutsch today belongs to the rank of foremost pianists of the present period.

Harriman in Earnest.

That E. H. Harriman went first to consult his chief engineer at San Francisco about the Oregon line is a good sign.

It shows that he did not forget Oregon as soon as he had got outside the city limits of Portland.

Banquets at Portland by great railway magnates and their fulsome promises remind of the old way of treating with Indians.

The savages were assembled in some original American Inside Inn in a boundless forest and Washington men made their appearance.

Then whoever could tell them the biggest yarn, give them the best feed and make them most juicy promises got their ear.

As a result the government would tickle the Indians and put off for another season redress of their grievances.

So Portland crowds are filled with eatables and drinkables at the Arlington club, Hotel Portland, or Inside Inn and made to keep still.

But Harriman has been jolted into going a step farther and has actually called his engineer into consultation about Oregon extensions.

This will please everybody and there may be further steps. It is due Oregon railroad officials to say that they have helped bring this about.

If they have honestly represented public sentiment of Oregon to Mr. Harriman they have done something that has not been done before and that gentleman may decide it is time to do something for Oregon besides give us banquets and hot air.

CASTORIA.

Bears the Signature of *Chas. H. Peterson*

Tracklaying to Commence.

Wednesday morning the Medford & Crater Lake railroad commenced stringing out ties in the terminal yards, preparatory to laying track. President Davis returned from Portland Tuesday, where he had been making arrangements for tools, etc., needed in the construction. As soon as the necessary tracks in the yard are laid the work will be actively pushed. Next will probably see Superintendent of Construction Kelly in charge of a gang of men laying the steel for the road, which will open up the Rogue river timber belt.

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CONVENTIONS BEFORE PRIMARY

Washington County Editor Has an Idea on the Subject

(Walter Hoge in the Forest Grove Times.)

Not a little discussion is being indulged in by politicians and newspapers around the state in regard to the best method for making selections of party candidates for primary elections next spring. The new primary election law will then be in force and used for the first time, and it looks now as if it would make a mix-up in which bad men were more likely to be nominated for office than good men. Various suggestions have been made for remedying the evils likely to arise, but so far none has been offered that meets with general acceptance.

Senator Fulton has suggested conventions just as in former years, and then that the selections made by these conventions shall be voted for at the primaries as the party candidates. This has aroused a storm of protest, but nobody has offered anything that seems any more satisfactory.

The Times believes that a modified form of the senator's suggestion can be adopted that would be effective and would not be open to serious objection, and it submits it as follows:

Let party caucuses be held in the precincts just as they have been in the past and delegates selected to go to the county conventions. Let the county conventions meet and select delegates to state conventions; also let them vote as to preference for candidates for the various county offices, but with the understanding that it is merely to show the preference of the delegates and is not to be a nomination. In the discussions in caucuses and conventions the merits of candidates will be disclosed, and one or two of the stronger will begin to stand out so that they can be presented to the primaries while the weaker will be dropped without having their names brought before the primaries. This would apply to county officers.

For state officers the same general plan would apply. The county conventions could express their preferences and then the delegates in state conventions could report these preferences. Those receiving highest votes in the state convention would not be the nominees, but, for instance, if 40 per cent of the delegates should express their preference for A for governor and 30 per cent for B, while C, D and E each had 10 per cent, then it is very likely that C, D and E would be dropped without going to the primaries and A and B would be presented there and the party would make the choice between them. In that way weak candidates could be eliminated and only strong men would be presented at the primaries. It would also be the duty of county and state conventions to adopt platforms, appoint central committees and arrange the machinery for conducting the campaign after nominations are made at the primaries. This would keep up the party organization, precinct, county, state and national.

The Times believes that this plan will come nearer furnishing a solution of the many vexing problems that arise under the new law than any other yet proposed.

GREAT SOUTHERN ROAD.

Work Is Progressing Well on Line to the Interior of Oregon.

Sixteen miles of track laid and 147 men with a Roberts track laying machine will finish the road to Dufur by September 1, is the statement made by the manager of the Great Southern railroad, says a dispatch from The Dalles to the Oregon Daily Journal.

Three-fourths of the bridges are in and they are surfacing the road as they go along. The company has one engine, five box cars and ten flat cars in use now and also one combination car and one passenger coach here.

In regard to rates the company has made some warehouse men along the line, but would not give out anything for publication.

The best day's work that has been done is a total of 8800 feet of track in one day. As soon as the road is finished to Dufur the company expects to continue its line to the agency plains. Two-thirds of the right of

way has been secured 40 miles south of Dufur and men are out securing the rest.

From Dufur the road will follow a southerly course to the mouth of Warm Springs river, across the west end of Juniper flats, Warm Springs reservation, and then southeast to Agency plains. The line is on a slight water grade from the head of Warm Springs creek to The Dalles, the maximum grade from The Dalles to Dufur being 1.5 per cent, Dufur to Tygh hill 1.5 per cent, Tygh hill to Beaver creek 0.5 per cent, Beaver creek to Deschutes river 1 per cent, and the heaviest curvature 10 degrees.

The length of the road to the Agency plains will be 112 miles.

The portage road proposition for the use of the Great Southern track into The Dalles has been taken up by the directors and it is probable that the same proposition will be offered the portage as made before, which will give the portage the free use of the Great Southern tracks into The Dalles and give the Great Southern the free use of the portage track, or a stated price per car per mile.

NATURAL GAS ON FARM.

T. J. Brown, Formerly of Roseburg, Makes Valuable Discovery.

Natural gas has been discovered on the farm of T. J. Brown, near Portland. Mr. Brown is a former railroad man of this city, and a son-in-law of M. F. Rapp, a former Roseburg druggist. Concerning the discovery on Mr. Brown's farm, the Portland Journal of August 10th, says:

Natural gas has been discovered on Johnson creek, near Lents Junction, and, unless all the signs fail, not only is it there in paying quantities, but there is plenty of oil as well.

The discovery was made a couple of days ago by T. J. Brown, on whose place of 11 acres this gas is, in a peculiar manner. While searching for crawfish along the stream Mr. Brown noticed that oil globules rose to the surface and exploded. Mr. Brown held a lighted match to one of these bubbles and it shot up a tiny flame. Somewhat surprised, Mr. Brown secured a box of matches and spent the afternoon testing the bubbles, and found that for 100 yards the stream's surface was covered with gaseous globules that ignited at the touch of flame.

Another and more convincing experiment occurred to Mr. Brown, and he applied the ground test. A long stick was cut and plunged into the mud of the creek's bank for several feet, and a match held to the mouth of this

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hole the instant the stick was with drawn caused a flame to shoot out, sometimes as long as a man's arm.

Yesterday afternoon exhaustive tests were made and it was discovered that in many places enough gas was realized by plunging a stick in the mud to burn for several seconds, with a blaze so intense that nearby green vegetation was consumed in the fierce heat, and several holes released enough gas to cause a small explosion. The fire rushed to the river mud and blazed for half a minute.

The location of the gas along the stream is sharply defined, and 10 feet either side of where no bubbles form on the stream's surface not the slightest indication of gas exists.

That the surrounding district is permeated with gas veins is, however, indicated by the fact that when the well was dug on the Brown property, several hundred yards away from the stream, a strange odor drove the workmen away from the well, and for a time it was impossible to work in the excavation. That was two years ago, and at that time nothing was thought of the incident. —Roseburg Review.

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