## OFF TO HOP FIELDS

One Thousand Pickers Leave for the Valley.

MANY MORE ARE YET TO GO

Entire Families Transported to the Scenes of Coming cetivity-Outlook for Yi-12

A thousand men, women and children left Portland yesterday for Willamette Valley hopyards, where they will spend the next two weeks carning afew dollars at one of the most healthful aid pleasant occupations which this land of varied resources affords. In the large crowds going to the hopyards women and chil-dren form the greater part. The men are dren form the greater part. The men are too busily engaged at other employment in which they are regularly engaged. In many cases the men went along to set up camp for their families and will return immediately to the city. Transportation companies were prepaied to handle the unusual number of passengers and with very few exceptions at got away in the best of humor. The number of people starting for the yards will be of people starting for the yards will be a little larger tomorrow and next day, and then the greatest rush will be over.

As a large number of the best yards are located along the river bottoms, as a distance from the railroad, the steamboats have always been the most popular means of transportation for the hoppick-ers and the largest crowds are going that way. The Oregon City Transportation Company took 600 people away on its two boats, the Pomona and Northwest, yes terday. The latter runs to Butteville, while the former is destined for Salem, each stopping at way points. The O. R. & N. Co. boats run only to Newberg and Dayton and way points, and consequently do not do so large a business in transportation of boxplokers. The Sauthern portation of hoppickers. The Southern partation of hoppickers. The Southern Pacific Company took out 250 pickers on the Overland yesterday morning and another crowd on the Albany Local in the afternoon. A few left on the even-ing train, but the late trains are not generally used by people who must get to the hopyards and set up camp as soon as possible. The Oregon City Trans-pertation Company's boat Altona, which left for Salem Monday morning with a big crowd of hoppickers, ran on a saud bar at Miesion Bottom and, owing to the low stage of the water, was unable to proceed. It was feared last evening that the Pomona might have the same experience, but as the snagboat was working on the bar yesterday the obgruction will be removed and the delay

will not be long.

A surplus of hoppickers at all the large yards and in the yards near the railroad towns is the report received from every section of the Valley. Many of the small grovers report that they have been unable o get enough pickers, and they have been sompelled to offer 50 cents a box as an inducement. The large yards are the best klown, and there is a general im-pression that the larger the yard the longer the time of employment. These facts, together with the desire of many to be where the crowds are largest, accounts for the general movement toward the large yirds. The loss that the larger the yard the longer the picking will last the yard the longer the picking will list is a mistaken one. It very frequently occurs that he small yards will be the longest pickins. The rapidity of the picking depends uson the size of the hop kin, for the growers govern the picking according to the amount that can be cured. Thus, if a man's crop amounts to 2000 boxes and his kiln will cure 200 boxes per day, he will have his hope picked in 10 days. If he can cure only half the quantity of hope per day he half the quantity of hops per day he must take twice at many days. The large growers quite of en have the largest relative drying capacit; and get through

L. C. Kavanaugh, of "urner, who was in Portland yesterday, Sys he has had trouble getting pickers, dithough he is offering 50 cents per boy. He has a small yard of 11 acres and will have 10 days' work for 30 pickers. He still lacks six of having the required number. The people ask him how large a sard he has people ask aim now large a rard ne has and then don't want to talk to him any more. P. P. Gooley, who was it the St. Charles Monday and Tuesday to engage 100 pickers to work in his yard near Gervals, had about 500 applications and after selecting those he wanted me last evening. He has to pay 4) cents.

A number of growers began picting

yesterday and a majority will be at it tomorrow. Pickers will be at work in all the yards by next Monday, Septembe-8. Koa Nels, the well-known hopgrower and dealer, of Albany, says that one reason for the early picking is that the growers have small hop klins and must begin early in order to finish before the rains, which usually come about the 20th of the month. Those who can finish in a 10-day run will quite generally begin next Monday. Mr. Nels says that, so far as direct injury to the hops is concerned, he does not believe a four days' rain would do any material damage, but such a rain would stop the picking and many would get discouraged and go home. Growers would like to see a good rain lasting one day and followed by fair weather, for it would clear the atmosphere, settle the dust and wash off the hops and hop vines. But the present weather, with the discomforting dust, is preferable to a week's rain. The hops are not needing rain, and if the dry weather continues, the hops will be in condition to cure more rapidly than usual,

If some stories told by hopmen are true, some of the growers are laying their plans to "work" the pickers in a manner that is likely to bring hoppicking into disfavor. It is said upon what seems to be good authority that some growers engage more pickers than they can employ steadily and get them into the yards several days before picking begins. Then when the work commences they limit the amount of hops picked each day and thus furnish some employment for all, but keep none busy all the time. The grower runs a provision store and provides other means for the pickers to spend their money, the purpose of the whole plan being to get the women and children to spend as much money as possible before they leave the yard. It is said that this scheme has been worked quite successfully in one or two instances past years, so that the grower has have materially reduced the cost of his picking. But the pickers who go home with little money to show for their work do not feel like trying the same work

The hop market seems to remain inactive, waiting for the opening on the crop of 1902. Growers have pretty high ideas of hop values, while the dealers are in Koln Neis expresses the view the dealers take of the situation. He says he would rather wait until the size of the English crop is known, and pay 25 cents if he must, than to pay more than 20 cents now and take the chances. What the English crop will be is a matter of speculation. If it should be as now ex-pected, Mr. Nels thinks that hops may go to 25 cents within a week after the market opens. But the chances are good for a better crop than has been estimated, and if the yield in England should very materially exceed the esti-mates, there would be no rise here. The exact condition of the English crop will

not be known until the hops are picked.

Mr. Nels mays that the growers who contracted their hops at 10 and 11 cents are not as bad off as most people think. The best liver me cure for liver his hill while a large number contracted at constitution, malaria.

those prices, comparatively few contracted their whole crop. They have remaining a third or fourth of the total yield which they can sell at the market price, Of course, there were some who sold all they expected to raise at the contract price. Even these, however, acted against the advice of buyers. Mr. Neis says that the buyers prefer not to take contracts for all a man expects to rulse, for if the price goes up the grower is dissatisfied. But often when advised to

who sold all at low figures are feeling pretty blue, while those who made no contracts at all are in high spirits. ontracts at all are in high spirits.

If this year's hop crop in Oregon should amount to \$5,000 bales, as anticipated, the cost of sicking the hops will aggregate nearly \$500,000, which, if divided among 20,000 pickers, will give \$55 to each. A large part of the pickers go to the yards in families, so that in meany chase the In families, so that in many cases the two weeks' hoppicking puts \$100 in the

contract only a part of their crops, they would insist on selling all or none. Those

FOURTEEN WERE SHOT.

family purse.

Hunter, the New York Desperado, Made Desperate Efforts to Escape.

NEW YORK, Sept. 2.-Henry Hunter, the negro who shot a number of police-men and set fire to his house in Queens Borqueh, last night, in an effort to escape arrest, was captured early today and locked up in the Astoria juli. In the fight between Hunter and those who tried to arrest him, 11 policemen, three citizens and Hunter's wife were wounded. Mrs. Hunter, who helped her husband in his effort to escape, was taken to a hos-pital, where it was said today that she was in a serious condition. Hunter was badly beaten in the struggle when he was caught.

John McKenna, a patrolman, was shot in the head and face. Both his eyes were destroyed, and the wounds in his head destroyed, and the wounds in his fread were so serious that his recovery was thought to be doubtful. The citizens wounded were men who had been called upon by the police to aid in subduing Hunter. A list of the wounded follows: John O'Neill, New York, shot in the back and shoulder; William Ordman, Co-rona, L. L., wounds in shoulder; William Thrope, New York, buckshot wounds in face; John McKenna, policeman, both eyes shot out, lips shot off, head filled with buckshot, wounds likely to be fatal; Arthur Brill, policeman, one eye shot out; head, face and arms full of buckshot. nead, face and arms full of buckshot: Thomas Cassidy, policeman, cut on head and shoulders by saber wielded by Hunt-tr's wife; Police Captain Thomas Dacey, slight gunshot wound in ear; Police Ser-geant Downell, face filled with buckshot; Thomas Grogen, policeman, shot in the Thomas Grogan, policeman, shot in leg and head; Policeman Healy, shot in leg; Patrick Kernan, policeman, shot in leg; Fatrick Kernan, policeman, shot in leg:
Funk Pulz, policeman, shot in right leg:
Thomas Rignin, policeman, shot in right
leg and thigh: W. J. Ward, policeman,
shot in leg; Jeremiah Hunter, aged 70,
negro, beat on head and face by police:
Mrs Jeremiah Hunter, shot in head,
scalb wounds and body bruised while
resisting arrest. resisting arrest.

Hunter was employed as caretaker of large tract of land near North Branch, L. Yesterday he saw a man digging sandworms on the property, and he shot at the intruder, who ran away and told Pollceman McKenna what Hunter had done. McKenna ran to Hunter's home and was shot by Hunter. The police re-serves were called out, and a siege began, which lasted until 2 o'clock this morning. Every time a policeman moved from cover a shot would be fired. Fortunately for the police, Hunter seemed to have only a shotgun.

BULLETIN ON IRRIGATION Government Issues a Publication for General Distribution.

OREGONIAN NEWS BUREAU, Washington, Sept. 2.—The Department of Agriculture has just issued a farmers' bulletin, entitled "How to Build Small Irrigation Ditches," by C. T. Johnston and J. D. Stannard, of the Irrigation Investigation Division. There is expected to be a beauty for this sublication as it heavy demand for this publication, as it contains much information and advice that will prove of great value to farmers who contemplate irrigating their fields on a small scale, or by way of experi-ment. As shown in the report, many of a misunderstanding of the application of water to crops. The proper way to build ditches, to distribute the water, and to control the flow are all pointed out explicitly, and a general idea is given as to the amount of water needed by different the amount of water needed by different the crew to obey Hart, the engineer. The mate and the crew tropied that such action would the edition is large.

O'Sullivan Makes a Hit.

ORIENTAL LINER IN PORT WITH A LARGE CARGO.

British Ship Inchenpe Rock Wrecked in South African Storm-Steamer Alliance Racing Again.

The Portland & Asiatic liner Indravelli arrived in at Astoria yesterday afternoon will reach her dock in this city corning. She has about 4000 tons of cargo on board, and as she is a day late in ar-riving, she will be unloaded as rapidly as ossible and hustled out on her return trip. Considerable freight has accumu-lated since the departure of the Indrasahma, and the big liner will go out with a full cargo. She will take out consider-able cotton, but the greater part of her

cargo will be made up of flour and lum-ber. The flour business, which has been at very low ebb, has been picking up elightly since the departure of the last steamer, and signs are daily becoming more hopeful for a revival of the trade. Several moderate-sized orders for Sep-tember-October delivery have been re-ceived by Portland exporters within the past few days, and some of them have been landed at an increased figure over last previous transactions. Stocks at Hong Kong had worked down to only about 650,000 quarter sacks early in August, and under normal conditions this amount would have been just about suf-ficient for one month's supplies. Native wheat, however, cut some figure in the matter, and there was also considerable flour set affoat in August, Puget Sound shipments alone for that month amount-

ing to nearly 300,000 quarter sacks.

Nearly everything for Siberia is now shipped direct from the Pacific Coast, and shapped arrect from the Pacine Coast, and Hong Kong is not such a large distribut-ing center as it was a few years ago. In Japan the rice crop is reported short, and it is believed that this will have a tendency to help prices a little later in the season. Despite the improved outlook and somewhat larger shipments, some of the Oriental liners from Northern ports are still flying comparatively light and are filling up with lumber or any kind of freight that can be secured.

TWO CAPTAINS, ONE SHIP.

Reason for the Fallure of the Bald-

win-Ziegler Expedition. STOCKHOLM, Sweden, Sept. 2-The Tidniwgen yesterday published a long in-terview with Captain Drellick, a Swedish member of the Baldwin-Zeigler Arctic expedition. In this interview, Captain Dreflick says the difficulties between Mr. Baldwin and Captain Johansen, of the America, began at Dundee in a disagreement as to the fitness of the engineer of the vessel. Captain Johansen, according to Captain Dreilick, ill-treated the crew of the Amerca, who made no complaint. Upon arriving at Tromsoe, Norway, on the outward trip.
Mr. Baldwin proposed to the mate of the
America that he take command of the
ship. This offer was repeated at Vadsoe and Archangel, but it was always declined. Captain Johansen overworked the crew and Mr. Baldwin did not interfere.

Continuing, the Swedish captain says that one day when the America was surrounded by ice. Captain Johansen reasonably refused to anchor, a maneuver which, according to the lee pilots, would have been dangerous. A heated controversy then arose between Mr. Baldwin and Captain Johansen, the former insisting that the captain was not the master of the America, but only sailing master. Captain Johansen produced his papers to prove that he was master of the ship, Further trouble arose when the captain wanted certain explosives removed from underneath the cabin. This was violently opposed by Mr. Baldwin, but the explo-sives were eventually removed, as the

plicitly, and a general idea is given as to the amount of water needed by different crops. This tulietin can be obtained by application to the Department direct, or through a Senator or Representative, as tracts with Captain Johansen. Mr. Baldwin threatened the crew with punishment for enutiny against him, the owner and leader of the expedition. Captain Johan-

INDRAVELLI HERE AGAIN any communications to the newspapers, while the Swedish members were not so bound.

A HARD-LUCK STORY. British Ship Cypromene Here After

an Eight Months' Passage. The British ship Cypromene arrived up about 7 o'clock yesterday morning in charge of Captain Balley, with the Harvest Queen. Although she was drawing nearly a foct more than the steamship Elba, she came through with but little difficulty. The Cypromene has made a difficulty. The Cypromene has made a long voyage, and the tale of First Officer Olsen is a hard-luck story from beginning to end. He says:

"We left Antwerp January 13 this year.

Rough weather was experienced almost at once, but in 47 south, on March 19, the wind commenced to blow with a steady increase, until 2 A. M., when a most violent hurricane, followed by rain, tore away the lower topsail yard, and serious-ly damaging the forestay and crosstrees. The foremast was disabled, and the ship refused to answer when we tried to wear ship, intending to put into Montevideo for repairs. The wind was so terrific that the irons on the mainmast were carried away, making the rigging useless. The forward part of the vessel was gutted and two hands injured. The bridge was smashed and the port lifeboat swept over the side. "Captain Roberts, who was standing on the poop deck, was caught by a tremend-ous sea and washed from the starboard rail to that on the port side, narrowly escaping going overboard. As soon as the weather moderated a little we made temporary repairs and steered for Port Stan-

ley, Falkland Islands.
"Ten weeks were consumed making repairs, but the work did us little good, for on July 3 the lower topsail yard again came down with a crash while the wind was blowing a hurricane. Seemingly a strange coincidence it was that this repe-petition of trouble occurred in exactly the same latitude as the first time, only this was on the South Pacific Ocean, and the first occurred on the South Atlantic. But two hours before the tearing of the rig-ging all hands were at work on the foreyard, and had they been there when the yard came down, all would have been

"Rounding the Horn the whole crew was frost-bitten, as will be seen from the fol-lowing memoranda in the log: 'Have had nothing but gales and storms since leav-ing Stanley; ship making only 50 and 60 miles per day. On the 10th of June and thereabout the weather was awfully cold and the crew almost played out from cold and exposure. Everything was a mass of ice, and it was impossible to take in or make sail.' Tremendous seas, however, continued to make clean breaches over the

vessel, fore and aft."

From the Gulf of California to the Columbia River fair weather was experi-enced, but the winds were contrary, and hence slow progress was made. Some of the provisions were spoiled by salt water, but the crew managed to get along with the food, and no complaints were made.

ALLIANCE THE CLIPPER.

Gray Steamship Company's Crack Liner Wins Another Race.

The Gray Steamship Company's coast-ing liner Alliance arrived in at Astoria at an early hour yesterday morning, and reached her dock in this city shortly after noon. The Alliance is making a reputation as a racer. On her last trip to Port-land she steamed the Despatch "hull down" without half trying, and Captain Hardwick and Chief Engineer Muller both went out with chips on their shoulders and a broom at the masthead. On the and a broom at the masthead. On the trip completed yesterday she had another long race at sea. The Humboldt Times, of Eureka, has the following regarding it: "The steamers Alliance and Eureka, which arrived in port yesterday, had an exciting race up the coast. The Eureka, commanded by Captain Jessen, left San Francisco at 9 o'clock Wednesday morning one hour in advance of the Alliance. ing, one hour in advance of the Alliance, commanded by Captain Hardwick, which did not get away from her wharf until

captain desired.

The climax was reached one night during a terrific storm. The ship's anchor was dragging, and Captain Johansen offered Mr. Baldwin the chance of losing the anchor or the bowsprit. To this Mr. Baldwin answered "bosh." The vessel was ordered astern, and the reversing of her engines broke the anchor chain. She narrowly cleared some icebergs which arrowly cleared some icebergs which are descending upon her.

did not get away from her what. It o'clock.

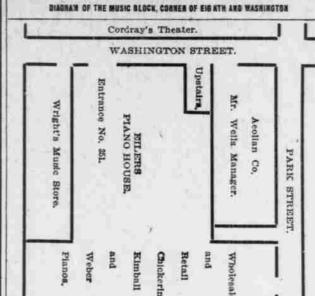
"The Alliance, however, succeeded in overhauling the Eureka off Point Arena typesterday morning about 3:30, the Eureka being close in shore and her smoke only visible by the officers of the Alliance, however, succeeded in overhauling the Eureka off Point Arena typesterday morning about 3:30, the Eureka being close in shore and her smoke only visible by the officers of the Alliance, however, succeeded in overhauling the Eureka off Point Arena typesterday morning about 3:30, the Eureka being close in shore and her smoke only visible by the officers of the Alliance, however, succeeded in overhauling the Eureka off Point Arena typesterday morning about 3:30, the Eureka being close in shore and her smoke only visible by the officers of the Alliance, however, succeeded in overhauling the Eureka off Point Arena typesterday morning about 3:30, the Eureka being close in shore and her smoke only visible by the officers of the Alliance, however, succeeded in overhauling the Eureka off Point Arena typesterday morning about 3:30, the Eureka being close in shore and her smoke only visible by the officers of the Alliance, however, succeeded in overhauling the Eureka off Point Arena typesterday morning about 3:30, the Eureka being close in shore and her smoke only visible by the officers of the Alliance, however, succeeded in overhauling the Eureka off Point Arena typesterday morning about 3:30, the Eureka being close in shore and her smoke only visible by the officers of the Alliance and the succeeding the provided the succeeding the succeeding the succeeding the noon, while the Eureka came in about an

hour later." WAGES ADVANCE AT TACOMA. Dock Grainhandlers to Receive 27 1-2

Cents Per Hour.

The handicap of 10 to 12½ cents per hour in grainhandlers' wages which Portland labored under last year, as compared with Tacoma, has been partially removed

PIANO PURCHASERS' DIRECTORY



Eilers Piano House

Chickering-Weber Kimball Home

351 Washington Street, near corner of Park Street, is the address of Eilers Piano House. You'll find the entrance to Eilers Piano House in the center of the building (No. 351). The upper or corner part (3531/2 and 355), being sublet by Eilers Piano House to Mr. Wells, the manager of the Aeolian Company, while Mr. H. H. Wright, Portland's leading dealer in small musical merchandise and sheet music, occupies the lower portion (No. 349). Please bear in mind that

351 Washington St.

Entrance to Eilers Piano House

perity struck Portland a little harder Montreal. The latest inquiry is for ton-than it did Tacoma, for wages here ad-vanced to 35 cents per hour a year ago, Rotterdam to St. John. but have only advanced 74 cents on Puge

SALMON SHIPS FROM ALASKA. Bark Guy C. Goss Brings News of the Rest of the Fleet.

SEATTLE, Wash., Sept. 2.—The bark Guy C. Goss, the first of the Pacific Packing & Navigation Company's saimon-carrying fleet, arrived from Behring Sea tonight. She had \$4,000 cases of salmon of the Nushagak pack. The ship St. Paul with 41,000 cases, is close behind her, and will probably reach port tomor-row. Other vessels of the company are en route, and five or six of the Alaska Packers' Association's fleet, salmon-laden, have sailed from Behring Sea and the Aleutian Archipelago canneries for San

The Goss reports the close of the Nush ngak canneries and nearly all of those along the Aleutian Archipelago around the coast to Sitka. This side of the cap-ital-that is, the canneries of Southeastrnai—that is, the canneries of Southeast-ern Alaska proper—are still running. The Kenai Peninsula cannery had shut down, the bark Harvester taking 25,000 cases of the pack of that plant. The Harvester will probably reach port by the close of the week. The fishing steamer Theilkoff was at Nyak and the Philip E. Kalley in was at Nyak, and the Philip F. Kelley in the neighborhood of Icy Strait. In the Behring Sea the Goss passed the Star of Italy, San Francisco bound. The vessels remaining at Nushagak when the Goss sailed were the barkentine Ruth, ships Indiana and Star of France.

INCHCAPE ROCK WRECKED. One of the Portland Grain Fleet

Meets Her Fate in Algon Bay. The terrible storm at Algoa Bay, in which 70 lives were lost, numbered among its victims the British ship Inchcape Rock. which was lying in the harbor awaiting an opportunity to discharge a cargo of wheat from Portland. The Inchcape Bock was dispatched by Kerr, Gifford & Co. last May, and had aboard 88,520 bushels of wheat, valued at \$22,632. She was a wellknown trader in this port, having made many voyages in the wheat trade. She arrived at Algoa Bay August 2, and as dispatch has been slow at African ports, and a number of vessels were there ahead of her, it is thought that all of her cargo had not been discharged. Dispatches re-ceived yesterday state that a portion of her crew were saved, but it is not known whether or not the captain was among the survivors. The Inchcape Rock was an iron vessel of 1493 tons net register, belonging to J. Cornfoot & Co., of Port Glasgow. Her dimensions were: Length, 250 feet; beam, 38 feet; depth, 23 feet.

HONOLULU IS SPOKEN.

Overdue American Vessel Reports Her Chronometer Broken. ASTORIA, Sept. 2 .- (Special.)-The Brit

ish ship Samantha reports having spo August 10, the American schooner lulu, from Newcastle, N. S. W., for Hono-lulu, in latitude 18:20 north, longitude 125:00 west. The schooner has been a long time overdue, and fear for her safety has caused her to be reinsured. When the SAN FRANCISCO, Sept. 2. — Denis sen advised the crew to avoid trouble. On with Tacoma, has been partially removed schooner was spoken she was more than O'Sullivan, whese singing of Irish songs returning from the sleigh expedition May by an advance in the wages of dock laschooner was spoken she was more than

CUNARD STAYS OUT. Confirmation of the Report That It Is Not Morganized.

NEW YORK, Sept. 2.-News from London that the Cunard Line is not to be-come a part of the Morgan steamship combination is fully confirmed by interests in this country having a full knowl-edge of the steamship syndicate plans, says the Journal of Commerce. It is said definite arrangements for consolidated management of the combination lines on this side have not yet been made. Neither has any final policy in regard to floating the new holding company been decided

flotation, so far as outside investors are concerned, until after the White Star and Dominion Lines actually have been secured by the payment of the cash. This need not take place until the end of De-cember, and it is thought likely that payment will not be made until after the de-mand for funds for crop-moving purposes have subsided on this side and until the transfer of money to the other side can be made on more advantageous terms than at present as a result of the freer offering of grain and cotton bills.

Must Identify Shipment.

HAMBURG, Sept., 2.-A letter published by the general customs administration today, the general purport of which is identical with the explanation previously cabled from Berlin of the action of the authorities in requiring certificates of origin in the case of imported grain, says that hereafter with all consignments of grain shipped from ports north of Phil-adelphia, including the Great Lakes, proof must be furnished that Canada is not the place of origin. Proof must be forthcomcertificate of origin, given before ship-ment, but in any confirmatory form available at Hamburg, such as ships' papers, invoices, bills of lading, commercial cor-respondence, etc. Wheat, rye, oats, barley and peas come within the terms of the

George W. Bissel Killed.

DETROIT, Mich., Sept. 2.—George W. Bissel, a prominent local capitalist, was killed in a runaway accident here today. He was at one time one of the heaviest owners of lake vessels, and was the first to build the large steel boats now used in

Big Oplum Shipment.

SAN FRANCISCO, Sept. 2.-Over \$1,000,-000 worth of opium was brought by the Japanese liner Hongkong Maru. It came ordinary course of trade arrival attracted no more than passing

The C. H. Merchant Affont. TILLAMOOK, Or., Sept. 2.-The lumber chooner C. H. Merchant, which went ashore on Nehalem Spit with a cargo of umber, was floated this morning, and will be taken up to Nehalem on the arrival of

Log Raft Gets to Sea. ASTORIA, Sept. 2.—The second big log raft built by the Robertson Company got out safetly tonight, in tow of the steamer

Domestic and Foreign Ports

ASTORIA, Sept. 2—Arrived at 8:49 and left up at 11:50 A. M.—Steamer Columbia, from San Francisco. Left up at 3 A. M.—Steamer Alliance, from San Francisco. Arrived at 2 P. M.—British steamer Indravelli, from Hong Keng. Salled at 5:20 P. M.-Log raft, for Francisco. Condition of the bar at 4 P. Francisco. Condition of the bar at 4 P. M., smooth; wind northwest; weather hazy. Falmouth, Sept. 2—Arrived-French bark General Faitherbe, from Portland.

San Francisco, Sept. 2.—Arrived-Steamer

San Francisco, Sept. 2—Arrived—Steamer Geo W. Elder, from Portland, barkentine Tam O'Shanter, from Astoria. Queenatown, Sept. 2—Arrived—British ship Queen Elizabeth, from Portland. Hoquiam, Sept. 2—Arrived September 1— Steamer Santa Barbara, from San Francisco for Aberdeen; ateamer Cheballs, from San Francisco for Aberdeen; schooner Wawona, from San Prancisco for Aberdeen. Salied— Schooner R. C. Slade, from Aberdeen for Hilo; steamer Coronado, from Aberdeen for San steamer Coronado, from Aberdeen for San

San Francisco, Sept. 2.—Arrived—Steamer Geo. W. Elder, from Portland; steamer Grace Dollar, from Gray's Harbor, brig W. G. Irwin, from Roche Harbor; bark Tam O'Shanter, from

Columbia River.
Tacoma, Sept. 2.—Arrived—Steamship Queen from San Francisco. Sailed-Steamento Claver ing, for Port Arthur Seattle, Sept. 2.—Sailed—Steamer Humboldt, for Skagway. Arrived—Steamer Spokane, from

Skagway.

READY FOR THE BIG FILL Work on Clackamas Bottom to Begin Today-Greshum Line.

The unloading plow for the Oregon Water Power & Railway Company has arrived, and it was yesterday transferred from the Southern Pacific to the trolley line, and today will be taken to the Clack-amas River for service in filling the long trestle across the Clackamas Bottom. The steam shovel to be used for that work was yesterday put in position at the gravel bank just north of Gladstone. To-day a start will be made on the big fill, and two or three months will be con

sumed with the work.
Gravel will be obtained from the bank through which the reverse curve now extends, between Gladstone and Meidrum Place. The Oregon Water Power & Railway Company recently made arrange-ments for use of that track, and while the gravel bank is being dug away for the fill on the south side of the river, the ground will be left in condition for correcting the track curvature. Instead of the rather sharp reverse or compound curve there will be but a slight bend of the track. Thus will be removed one of

the most dangerous pieces of track now on the lines of this company. About 75 men are at work on the extension from Lents to Gresham, and nearly two miles of the grade has already been completed. That work is being pushed to completion before the Fall rains

Railroad Notes,

pleted from Cottage Grove toward the Bohemia Mining district by November L

Ten miles are now under operation. The Southern Pacific has been running extra cars out of Portland every morn-ing since Friday, to accommodate the ing since Friday, to accommodate the hoppickers going out to the hop district. This travel does not extend much beyond

Brooks, Marion County.

It is announced that The Dalles Hallway & Navigation Company will begin construction work October 1 on its line from The Dalles to Biggs' Junction. Men are still in the tributary country getting contracts for the transportation of wheat. Ten miles of track on the railroad under construction from Laird, on the Southern Pacific at the Klamath River crossing.

toward Kiamath Falls, have been lald and the grade is nearly completed for four miles of track. It is 77 miles to Klamath Falls. The Nevada, California & Oregon Raliroad will soon put a corps of surveyors in the field for an extension from Madel-

inc, Cal., its present northern terminus, to Lakeview, Or., a distance of about 35 miles. If possible, a part of the grading will be done this Fall. Settlers' rates from the East to the Pacific Coast went into effect on all the transcontinental railroads yesterday and will continue through September and October. The special rates apply to all Western Oregon railroad points through Portland, all being on the same basis as this city.

YOUNGERS WANT PARDON Will Agnin Ask to Be Allowed to Return to Missouri.

as this city.

ST. PAUL. Sept. 2.—(Special.)—Cole and im Younger will apply for a full pardon. hey desire to return to Missouri.

Collision Near Kansas City.

KANSAS CITY, Mo., Sept. 2-An east-bound Rock Island cattle train and an engine and caboose collided head-on near Birmingham, Mo., 10 miles east of Kan-sas City, last night, killing four trainmen and injuring three others. The dead:

JAMES SEER, engineer, Trenton, Mo. THOMAS GRIFFITH, engineer, Tren-CLARENCE MANHARDT, freman,

C. W. BALLINGER, firemen, Trenton, 

The trains were running at a full rate of speed when they met. Both engines were demolished and the entire train of 30 cars were overturned. The train was

heavily loaded with cattle and nearly 200 head of livestock were killed. , From Mark Schlussel.

SEATTLE, Wash, Sept. 2. - (To the Editor.)-I have no reply whatever to make to the remarks of one Sam Good-man on my criticism of the crooked conduct of the Scattle races, except to call public attention to the fact that he is well known from one end of the Pacific Const to the other as a race-track tout and a booster for gambling-houses, I am content that the public should judge for itself as to whether my his is correct. MARK SCHLUSSEE.

Philippine Army Departments WASHINGTON, Sept. 2.—Upon recom-nendation of General Chaffee, an order was issued rearranging the Philippine Islands into three departments. The De-partment of Luzon is to be commanded by General James F. Wade, the Department of the Vizayas to be commanded by Gen-eral T. J. Wint, and the Department of Mindanao is to be commanded by Brigadier-General Samuel S. Sumner

O. R. & N. makes \$3 rate, return, to oast. For particulars, inquire city ticket coast. For particulars, inquire office, Third and Washington.

An American, Dr. C. O. Hood, of Beverly,

## Summer Safeguards



It is the duty of the head of every house hold to provide against the health-perils peculiar to summer. Promptuess in the treatment of these maladies would often preven

serious iliness, terhaps death. - MUNYON. Munyon's Homoepathic Home Remedies are the surest safeguards against disease. If they are not in the house they should be bought and kept on hand. In case of sudden development of the symptoms of any trouble the proper cure for that trouble should immediately be

obtained at the druggist's. For indigestion and dyspensia take Munyon's Dyspepsia Cure. For headache from heat, or caused by nervousness or prostration, take Munyon's Headache Cure-it will cure in three minutes. For bi iousness, jaundice and liver troubles Munyon's Liver Cure affords quick and perman nt relief. For disorders of the blood, and eruptions that are chiefly annoying in summer, take Munyon's Blood Cure. Munyon's Rheumatism Cure is felt usually in one to three hours and in a

few days cures entirely. Munyon's Pile Ointment speedlly and positively cures all forms of piles and is especially efficacious in alleviating the pain intensified during hot weather. If you are subject to colics, cramps and diarrhoea always be fortified with Munyon's D. D. and C. cure. Munyon's Constipation Cure has relieved thousands of the most obstinate cases where

everything else has failed. A separate cure for each disease; at all druggists, 25c a vial.



drama in this city. He has chosen to ap-pear in the plays made famous by Boucicault, and his success is unquestioned.

Speaking of his performance of "Con, the Shaughraun," the Chronicle says; "His spirit is unfailing, his virility irresistible, and there is a light and shade in his acting already so true and spon-taneous that his future on the stage is beyond peradventure. With the coming de-velopment of his already facile technic, attractive an individuality the place on the stage that has been vacant since Bou-cleault died."

Dr. Sanford's Liver Invigorator. The best liver medicine. A vegetable cure for liver ilis, billousness, indigestion,

on the concert and operatic stage has 21, Mr. Baldwin communicated in writing given him an international reputation, to Captain Johansen the amouncement of has made his first apearance in Irish his discharge, and Captain Johansen requested the mate of the America to take

Upon returning to Norway, Captain Johansen telegraphed the agent of William Zeigler, of New York, not to forward money to Mr. Baldwin. Mr. Zeigler is the financial backer of the expedition. Mr. Baldwin received, however, \$10,500, which he deposited at Gothenberg, Sweden, to the

credit of the Swedish crew of the Ameraithough it may not be as easy in other. The sleigh expedition referred to above Irlsh roles, he should distance all his competitors and fill with a different but as of the depot of the Duke de Abruzzi, but no search was made for the lost salors of that expedition. The failure of the Bald-win expedition is ascribed by Captain Dreilick to internal troubles, and Baldwin's incompetency as a leader. It should be noted that the American members of the expedition were forbiden

borers at Tacoma. Notices have been ter reported that his chronometer was posted in all of the grain warehouses broken and was useless. He was given his stating that on September 15 the present proper position, and stood away on a true scale of 25 cents per hour will be in-creased to 27% cents per hour, weighers to get 32% cents per hour instead of 30 cents as at present. While these rates are still materially lower than the wages paid on the Portland docks, they will help in equalizing matters, and there will be fewer ships diverted to Tacoma this season than there were last year,

The grainhandlers have no union at Taoma, but they are pretty good workers. as they managed to get more wheat per hour aboard of ships last Winter than could be put aboard by men doing the same kind of work in Portland. Several hundred men will profit by the advance. and it will tend to reduce the difference in the cost of handling wheat at the two Prior to about four years ago both Portland and Tacoma were on even to Philadelphia; from Barrow to Balti-terms regarding dock laborers. 20 cents more; from Antwerp to Jersey City, and members of the expedition were forbiden terms regarding dock laborers. 20 cents more; from Antwerp to Jersey City, and by the terms of their contracts to make per hour being paid in both ports. Pros-

course, and will try to make Honolulu by dead reckoning. All on board were re-

HEAVY DEMAND FOR IRON.

Cargoes Offered for Many Large Ports in the United States.

NEW YORK, Sept. 2-Notwithstanding the large quantity of iron and steel which recently has been shipped from Great Britain and the Continent to the United States and Canada, the demand still continues, says a London dispatch to the Tri-There are now cargoes offered from Middlesboro to Pensacola, Philadelphia, Tampico and Montreal; from Glasgow to New York and Baltimore; from Liverpool