

CARNIVAL'S OPENED

Woodmen Inaugurate Festivities With Parade.

BIG CROWD THROGS GROUNDS

Eight Thousand People See the High Dive, the Slide for Life, and Enjoy Entertaining Programme on the Stadium.

The Woodmen of the World Carnival opened under the most auspicious circumstances last evening. The yells of the spectators, the music of bands and the doleful wail of over 8000 people blended discordantly in the North Park blocks until midnight.

The Woodmen parade started from Thirtieth and Washington streets shortly after 8 o'clock, and marched down Washington to Third street, thence south on Third to Morrison, west on Morrison to Sixth, north on Sixth to Washington, west on Washington to Park and north on Park to the carnival grounds.

An hour before the parade started the sidewalks along Washington street were crowded with people anxious to see the uniformed Woodmen with their mighty axes. The several degree camps in line made a splendid showing and received generous applause at different points of the line of march.

Up to 10 o'clock the ticket men, at the main entrance, did the company's business, and when Business Manager Fenn of the Southern Carnival Company, had finally counted the night's receipts it looked as though a wheelbarrow would be needed to convey the silver from the grounds.

Along Park street, from Washington to Ankeny streets, several confection, candy and refreshment stands have been erected. Almost any position on the street has the advantage of the traffic along Park street and had their little wagons lined up in conspicuous places.

Inside the grounds one heard the same old "Confetti, confetti. Get your ammunition here. It's all clean and good to eat. Swallow the white, chew up the red and never mind the blue. Get confetti, confetti."

The crowd was a little bashful at first, but the confetti fiends soon started the fun, and there was something going with this excitement paper until midnight.

What the spectators forgot was not worth remembering. The snake-charmer was "there with the goods" around his neck. The merry-go-round did a splendid business. The roller-skating rink had a band and hochee-cochee dancing band outside the entrance that had the desired effect in drawing the crowd.

"Dreamland," one of the showmen, was unable to open until a late hour, owing to an insufficiency of electric power. "Until the power-house manufacturers some more power we will be unable to enlighten our jurisdiction."

The free acts commenced at 10 o'clock. When Captain Beach smoked his pipe under water and did various other stunts, he made the crowd gasp.

Rose and Lemon then made their debut, riding down the 50-foot illuminated stamper, receiving a large amount of applause. The famous trick bicyclist rode a tight-rope on a wheel. The rope stretched for 100 feet at a height of 90 feet makes the feat a dangerous one.

The slide for life, a trick done on a rope in midair, was one of the high dives. Owing to the high wind the feat could not be entirely accomplished, but the little Japanese did very well considering the high wind.

The last free act and feature of the evening was Mat Gay's 100 foot back somersault dive. Gay made a fine dive from the top of his beautiful illuminated ladder, and the appreciative spectators even threw up their hats as they shouted their applause.

The stadium was the last attraction, and, owing to the late hour of beginning the free acts, did not start its programme until nearly 12 o'clock.

The 11 Queens' throne on the stage make a pretty spectacle, and reflect credit upon the part of Ed Davis, the Southern Carnival Company, who have arranged hundreds of incandescent as well as many arc lights render the stadium nearly as light as day.

Ron Lemon and Canfield, in the cycle whirl, appeared as the first number on the stadium programme. The act was a good one, and received hearty applause.

Prood Degree Team, W. O. W., then gave an exhibition drill, and a very successful training and receiving an ovation.

The Japanese jugglers and acrobats were probably the leading features of the stadium entertainment. A Japanese saw-wire performance was exceptionally good, as well as a group of tumblers.

In speaking of the opening of the carnival, Proprietor Nat Reis, of the Southern Carnival Company, said that he is very pleased with the opening. He has entertained nearly 10,000 people and he feels sure they are all well satisfied. The opening night has financially as well as otherwise passed my hopes and expectations.

CANNED CORN CUT NOT MET

Northern Pacific Freight Officials Will Delay Action.

Northern Pacific freight officials will probably take no further action in the controversy over canned corn rates until that product begins to move next fall.

The matter is now in the hands of the St. Paul officials, and they are content to allow it to rest at present. There is no canned corn moving at present, and it is not likely any shipments will be made until the present corn crop is gathered and the factories turn out their Fall supplies.

None of the jobbers are anxious to deal with last year's product, and the rate is immaterial at present.

It is an open question whether the Northern Pacific will meet the O. R. & N. cut from Portland to the interior. While the Northern Pacific could do so, there has been no intimation that the company feels it a matter of prime importance, and will hesitate to take any action.

WANT ANOTHER COMPANY

Application for Second Telephone Company Pleasurably Signed.

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Twenty-three pages of foolscap are covered by the signatures of men well known in every business circle. Little work has apparently been done in the residence district for nearly all the names are those of business houses.

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The franchise proposal occupied the attention of the Council for several weeks, but was finally placed on file by the Street Committee. To all intents and purposes the franchise was dead, and the present company is in its exclusive wire-talk business.

Now Mr. Thomas has determined to have another try at the Council, and from all appearances there is a fair possibility that the franchise will go through.

"I have been asked to introduce the franchise," said A. F. Fiegel yesterday. "I am in favor of it, and I always have been."

"I am not opposed to two telephone systems," said Fred T. Merrill. "Just the same these people will never get my vote until they can show me that they will not sell out immediately to the present company. I think that they should be required to put up \$25,000 as a guarantee of good faith."

In addition to the big petition are a number of testimonials from Los Angeles people to the effect that the Empire Construction Company put in a very satisfactory line in that city, and that to all appearances it is a responsible concern.

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"If all that money is expended in Portland it will mean a big thing," said Councilman Fiegel.

Others evidently agree with Mr. Fiegel. A number of linemen called upon Mayor Williams yesterday afternoon and called his attention to the fact that a new telephone company in Portland would mean employment to a large number of men of their trade.

"The new company should be forced to place wires underground," said Chief Campbell, of the Fire Department.

"As it is now the firemen are hampered a great deal by the wires when they are working on the top of any building in the business part of the city. There are altogether too many wires strung over this town now, and the new telephone company should promise to put in underground wires from the very start."

The smaller deposit turned into cash, and took as payment a \$1000 bill. The banker warned him at the time that it was unwise to carry so much money around with him, but he would not listen to reason and tucked it away in a pocket in his undershirt.

When he came to town he met an old friend, who was at the same hotel, and the two had a drink together. One drink led to another, and before night Peterson was quite drunk. In his irresponsible condition he went off to the North End dive, and of course came out without his money.

Yesterday morning, after Peterson was sober enough to give a correct account of the robbery, Deputy District Attorney Arthur C. Spencer was called to the station to take his statement. Several negro women were called in and examined before the attorney, but Peterson was unable to identify them and no evidence was obtained which would make a case against them.

"Peterson simply cannot remember distinctly who took his money," said Chief Hunt. "He knows some colored woman took it, but he was dazed from the effects of liquor, and cannot fasten the trick upon any individual. It is a hard question to solve. We may have had the right parties in the station already, but Peterson could not fix the robbery upon them. We shall keep on until we have actually succeeded in capturing the women who robbed him."

Milling Company by D. Doggett, R. Smith, J. Seagrist, George Witt and Oleen Brox, 1000 sacks each, at 65 cents, and the raise for 30 days. To the same buyers, L. B. Turner, 14,000 bushels, at 65 cents, with raise for 30 days. To the same buyers, C. W. Davis, J. H. McIntosh, D. L. Amos, H. Bogart and Chris Griffith, 13,000 bushels at 70 cents, with raise until May 1, 1904. James Fromm, sell 1000 bushels at 65 cents and raise for 30 days.

Explosion of Dynamite Stops All the Clocks in Town.

LEWISTON, Idaho, July 14.—Fire at Kendrick last night destroyed the Tacoma Grain Company's warehouse, Hunter lumber yard and warehouse, Northern Pacific roundhouse, four cars merchandise, Myers' blacksmith shop and minor buildings in the warehouse district. The loss is \$20,000 to \$25,000, mostly insured. A heavy wind was blowing and the town was saved after great exertions.

A special train from Lewiston arrived there at midnight, but was not needed. The Lincoln Hardware Company suffered loss and the large Ketchikan Grain Company's warehouses were in imminent danger. An explosion of 200 pounds of dynamite in the blacksmith shop stopped every clock and watch in town on the identical second, and smashed the windows in every building.

COLLISION ON THE INTERURBAN.

Seattle Women Injured—Car Men Resign by Wire.

SEATTLE, Wash., July 14.—An express car on the Interurban, running too close behind a regular train on the same road, ran into the train this evening when it stopped at Argo, just south of Seattle. Mrs. H. W. Gowell and Miss Eriand, of Seattle, were hurt, the former suffering in the back of the head that looks like a skull fracture. The conductor and man of the express car tendered their resignations by wire. The cars were considerably damaged.

Chinaman Was Murdered.

HEPPER JUNCTION, Or., July 14.—(Special.)—The remains of a Chinaman, who is thought to have come from Menument, Grant County, Oregon, were dragged from the Columbia here today with a deep scratch in the back of the head that betokens murder. The murdered Celestial was seen here late Saturday evening with another Chinaman who has disappeared and for whom Morrow County officers are searching. His capture is considered probable, though little description is obtainable.

The body was found directly in front of where the depot was burned, and at first was thought to be one of the late Hepper victims.

MINER ROBBED OF \$1000.

George Peterson Wakes Up From Debauch With Money Gone.

George Peterson, of Marshfield, Or., was robbed of \$1000 in a North End dive Monday night. The matter was reported at the police station at once, but the man was so drunk that he could give no detailed information as to the robbery.

Yesterday morning he was somewhat sobered up, and the detectives took up the case. Several negro women were arrested during the day, but Peterson was unable to identify any of them as the ones that took his money.

Peterson is a miner, who has worked hard and long for the money he lost. He recently came to the Pacific Coast, and was about to buy some timber claims near Marshfield. He had a certificate of deposit on an Eastern bank for \$1500 and one for \$1450. At Marshfield he had

to show check two weeks hence, why a receiver should not be appointed. In the meantime the company is restrained from doing business. The assets are given at about \$100,000, but liabilities, including the capital stock, at a little over \$100,000. The company has been doing practically no business in this state, its operations being largely in New York State. Today's order restrains a proposed capitalization of the company at \$500,000 and the issuing of \$20,000,000 collateral bonds.

The company is interested in a train of financial institutions throughout the country, including the Central Trust Company, of South McAlester, I. T., and the Cherokee National Bank.

CONTRACTING FOR WHEAT

Everett Milling Company Makes Good Offers in Washington.

SPOKANE, July 14.—(Special.)—Advices from Downs, Wash., west of here, say: From 55 to 70 cents and upward is being paid by Everett buyers who are here contracting for wheat. Many have made sales at these prices. In a number of contracts the purchaser agrees to pay the growers any additional raise wheat may make over the contract price before the date of delivery. Contracts have been made to the Everett

It would do more than that," said Chief Campbell when Mr. Stone's statement was told him. "I believe that the decision of the rate if we had a full-paid department instead of one whose men are all over the city during the day.

"After 11 o'clock at night we have a fairly good department. During the day the extramur, who do the work of the department, are scattered all over the city and cannot always get to the fires in time to do the most effective work.

"If all the men of the extramur of our department are carpenters, linemen or back-drivers. How can you expect them to get to the fires in time to get up a mill away at work.

"The only permanent men of the department are the drivers and the engineer. These cannot put up the ladders themselves, as they have their own work to attend to. The extramur are the men who do the climbing of the ladders, and if they cannot respond immediately to the alarm the flames soon get under headway which is hard to check. You need the extramur in carpenter and mason work, but not in getting up the ladders quickly. They certainly can't get to fires promptly when they are a mile away at work.

"As an instance, suppose one of the downtown buildings should catch on fire during the day. Suppose Engine 1 and Engine 2 were on duty at the same time, near Morrison, and are the best known, respond to the call. There is a driver and foreman on the truck, one engineer and two drivers on the engine. One of the extramur is a carpenter, and he may be at work in Woodland; another carpenter is in South Portland; a lineman is out in Sunnyside; one of the men is a back driver, he may be in the city; and the driver of the fire engine is on his way to a funeral. There you are. The engine and the truck rush to the fire and the people who see them say the department is not so good as it used to be. No one there to put up the ladders, enter the house which is on fire. That's why insurance rates are high in Portland.

"According to the charter no more money can be spent on the fire department than the appropriation made for it," said Mayor Williams. "When the general fund becomes greater we may get a full paid department, which is something greatly desired."

Section 114 of the charter provides that not more than 25 mills of the tax levy shall be used for the maintenance of the Fire Department. Section 115 also provides in part as follows:

"The Fire Department fund shall consist of the moneys annually appropriated to said fund by virtue of the tax provided for in this charter and such other moneys as may be transferred to said fund by the Council and shall be expended for the maintenance and maintenance of the Fire Department."

The appropriation for the Fire Department, which now amounts to about \$150,000 a year, is entirely used up in the maintenance.

"Give us the money and there is nothing we would like better than a full paid department," declared William Fiedner, secretary of the Fire Department, and executive board. "I remember when the department for the old city of Portland cost more than it now does for the consolidated city, and each part has grown wonderfully."

E. D. Curtis, the other member of the committee, agreed with Mr. Fiedner. Evidently there is not the slightest opposition at the quarter.

Chief Campbell was asked what difference a full paid department would make if the same number of men now serving as extra men were employed as permanent men always on duty at the engine-houses.

"Here are the figures," replied the Chief. "We have 137 men in the department now and the only 35 are permanent. The others, the ones who do the work at the fires, are only called men during the day. In salaries we now spend \$52,126 a month. With same number of men, 137, as permanent men, we would cost an additional \$265, or \$4,466 a month, or \$112,529.22 a year. But out of that should be subtracted the cost of vacations. That item costs the city \$250 a year, while if we had only permanent men, the cost of the department the boys could double up in vacation time and thus save the cost of hiring new men, which now is \$100 per cent. Then again, there is much repairing around the engine-houses which permanent men could do which now is paid for separately. So in the long run it wouldn't cost so much after all."

There was a fixed tariff for the towns where there is no fire protection of any kind," said Manager Stone, of the underwriters. "Portland gets a reduction of 24 1/2 per cent from the rate. In Trasko, which of course has a full paid department, gets a reduction of 54 per cent. Los Angeles has been receiving a reduction of 49 per cent, and it is believed that this has been advanced so that the insurance rates there are much lower than in Portland, and all on account of the better fire protection. I think that Portland is the only town of its size on the Pacific Coast which has not permanent full paid department.

"Along the water front there is now a 20 per cent reduction from high tariff, but the fire-boat is in use the rates will be lowered. A full paid department would make as much difference through the city. In the district north of Morrison the fire danger is the greatest. There is nothing but the hose company on Second street, near Oak, and the engines have too far to run. An engine company to that district would greatly reduce the insurance rate."

This is also one of the fond dreams of Chief Campbell. He says that the hose company now near the police station could be converted into an engine company with little expense aside from the cost of a new engine, which would be about \$5000.

There was much talk some months ago of the insurance underwriters establishing a fire patrol whose duty it would be to attend every fire and at an insured building to enter the burning structure and cover the stock with tarpaulins, which would always be carried in the patrol wagon. This would save the stock of many stores which have burned recently from damage by water. No fire patrol has as yet been started, however.

As yet inspecting his Railroads.

CUMBERLAND, Md., July 14.—George J. Gould, with his party, paid his first visit to the terminals of the West Virginia Central Railroad here today, and then went to Cherry Run to inspect the Western Maryland. Mr. Gould said he was much impressed with the possibilities of the West Virginia Central. He said the contract for the connecting line to Cherry Run would soon be let, and he would have a through line to Baltimore in 18 months.

SMASH IN MISSOURI.

Passenger and Freight Trains But With Fearful Result.

DES MOINES, Iowa, July 14.—A head-on collision on the Great Western near Sarsfield, Mo., early today, resulted in the death of one person and the injury of several others. Southbound passenger train No. 5 crashed into a freight train at full speed. A terrible smash-up resulted. The dead: Fireman Stewart Des Moines. Seriously injured: Engineer Brownfield, Des Moines. Fireman Tom Toward, Des Moines. The names of the other victims have not yet been obtained.

Howard was on the freight train. Reports late this afternoon were to the effect that the freight train was in the 'W' position of the crossing. Over 20 passengers were injured, some of them seriously, but all will recover. The wreck was due to an accident which delayed the passenger train and prevented it from reaching Sarsfield where the two trains were to pass on time.

STOCK TRAIN FALLS IN RIVER.

Three Men Killed With Many Horses and Mules.

ST. LOUIS, July 14.—A special to the Post Dispatch from Poplar Bluff, Mo., says: A freight wreck occurred on the Iron Mountain Railroad today between Boudan and Rockwell, Ark., south of this city. Two brakemen, a negro tramp and 35 carloads of horses and mules were killed. A box car jumped the track just as the train crossed the Little Missouri River bridge with such force as to wreck the bridge and allow the 35 cars of stock and men killed to fall into the stream below, a distance of 40 feet.

Last Attempt to Reclaim Dead.

HANNA, Wyo., July 14.—Preparations are being made to resume the work of opening the coal mine here and rescuing the dead bodies of the victims of the disaster of June 20. A party of miners started on their way from Rock Springs and others are en route from Diamondville, Cumberland and Spring Valley. These men have had years of experience in fighting mine fires, and they will make a herculean effort to extinguish the flames and reach the bodies. If the tide of battle again goes against the brave men, it is possible all efforts to reach the bodies will be abandoned, the workings sealed up and a new mine opened.

One Drowned, Others in Jail.

NEW YORK, July 14.—William Black, of Stockton street, Brooklyn, was drowned yesterday afternoon from a small row-boat, alleged to have been intentionally capsized by the five other occupants. They were arrested and held without bail by the police, and charged with the charge of upsetting the boat and causing Black's death. Black was the only one of the party who started out rowing from Rockaway who was unable to swim.

Rescuer Only One Burned.

LA CROSSE, Wis., July 14.—At Fountain City, the Central Hotel, one of the landmarks of Western Wisconsin, was destroyed by fire today. All the guests escaped. Three of the out-jumped from the second-story windows just in time to escape with their lives. The colored porter was seriously burned while rescuing a sick man.

Takes the Wrong Medicine.

NEW LONDON, Conn., July 14.—Captain Solomon B. Sparrow, U. S. A., retired, is dead as the result of a dose of carbolic acid taken by mistake for medicine. He was retired for disability in line of duty in 1890.

REBELS SEND TRUCE FLAG

Meanwhile Castro Prepares to Attack by Sea and Land.

BOLEAD, Venezuela, July 12 (Sunday).—The situation before Ciudad Bolivar is unchanged. It was reported last night that the revolutionists had evacuated the city, but three of the commanding generals, General Boland, the commander of the revolutionary forces, is still in possession. Yesterday afternoon at 3 o'clock a boat bearing United States and Parliamentary troops, under the command of Boland, and crossed the Orinoco to La Solina. President Castro's authorities received the embassy, a priest, who said he came in an important message for him. Learning that General Gomez was not at Soledad, the priest departed, promising to return.

The Associated Press correspondent questioned the General's command, arguing for bolstering the United States flag, as he was not an American. The priest replied: "Because the flag of the United States is everywhere everywhere."

The priest refused to reveal the object of his mission.

At 11 o'clock last night the man-of-war Bolivar, with General Gomez aboard, arrived here. As she passed before Ciudad Bolivar, she was fired upon without effect. The Bolivar anchored two miles above the city and placed herself in contact with the Venezuelan government troops. The remainder of the Venezuelan fleet, composed of the men-of-war, Zamora, Restaurador, Miranda and Vintre de Mayo, are in the bay. They have already 450 men will be ready to attack Ciudad Bolivar.

The government authorities intend to give General Boland a chance to consider his position, and to prevent the useless shedding of blood. If he will surrender he will be given full guarantees for himself and followers.

BUILDING WESTERN PACIFIC

Construction From Coast to Salt Lake Will Closely Follow Surveys.

SAN FRANCISCO, July 14.—The Western Pacific Construction Company, which has inaugurated the work for which it was recently incorporated under the laws of Nevada. Its purpose is to construct the Western Pacific Railroad from Salt Lake to San Francisco. The first surveying party under the new corporation has been put in the field.

From reports made by Chief Engineer Dodd, it is intended to skirt Clover Valley beyond Winnemucca, then to proceed in a southeasterly direction out of Nevada, which was entered from California through Rockwell Pass north of Lake Tahoe. In Utah the surveys will traverse the Great American desert, still in a southeasterly direction, and they will probably cross a southern arm of Great Salt Lake in the same manner as the Southern Pacific is preparing to cross the northern arm—with a long trestle.

Engineer Dodd has reported that the work will be finished and surveys reach Salt Lake City by early winter. In the meantime construction parties will follow the surveyors from this end and, when the engineers reach Salt Lake, construction will push west from here.

DEPRESSED AND NERVOUS FROM

Excessive Smoking and Drinking.

Horsford's Acid Phosphate, a most valuable remedy for the many ills which result from excessive smoking or drinking. It cures the heavy, dull headache, the nervousness and languor, and induces restful sleep.

PERSONAL MENTION.

Frank C. Baker returned from Spanish last night.

W. S. Drinnell, a timber man from Minneapolis, is at the Portland.

Frank Settlemer, a merchant of Woodburn, is a guest of the Imperial.

C. W. James, superintendent of the penitentiary at Salem, is at the Imperial.

John M. Wright, a lumber magnate of San Francisco, is a guest of the Portland.

J. H. Ackerman, Superintendent of Public Instruction, arrived at the Imperial from Salem yesterday.

M. P. Kelly and wife are registered at the Perkins. Mr. Kelly is a well-known grocer of Walla Walla.

Edward Kelly, a manufacturer of lumber machinery, is registered at the Portland from San Francisco, under contract.

Henry C. Hippie leaves today on a visit to friends in Conahoboch, Montgomery County, Pa., his old home, which he has not seen for 20 years. He still remembers how to spell the name of the place, but has forgotten what it means.

E. C. Bronough and family leave this morning with their own team and outfit for a camping trip of a month in the Klamath country. They will visit Klamath Falls, Crater Lake, at the Imperial, and inspect that region thoroughly.

NEW YORK, July 14.—(Special.)—Northwestern people registered at New York hotels today as follows: From Portland—W. G. Arnshie and wife, M. P. Kelly and wife, and the Three Sisters. From Salem, Or.—W. H. Byrd, at the Grand Union. From Tacoma—Miss M. Powell and Mrs. S. D. Myers, at the Kensington. From Astoria—A. M. Thomas, at the Imperial.

Trust Company in Trouble.

TRENTON, N. J., July 14.—Chancellor Magee today, on application of Attorney General Mearns, made an order for the Interstate Trust Company of Jersey City

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