## IDAHO TO ADVERTISE

#### State Commission Will Boom Lewis and Clark Fair.

#### WORK TO BE DONE AT ST. LOUI

Sister State Will Have Buildings at Both Expositions-Commissioner Clarence B, Hurtt Visits Portland.

Idaho will advertise the Lewis and Clark Fair at the St. Louis Exposition. All the advertising matter issued by the Idaho State Commission will contain a reference to the Centennial celebration to be neld in Portland during the year 1966. This is the first offer by another state

to co-operate with Oregon in advertising the Lewis and Clark Fair. The offer is so broad that nothing more could be suggested. The Idaho Commission proposes to issue a handsome souvenir to be distributed at the Louisiana Purchase Expo-Besides giving a comprehensive ent of Idaho's resources the publistatement of Idaho's resources the publication will be of great interest, owing to its profuse illustration. A staff photographer is now traveling through the state selecting bits of scenery and interesting views of Idaho life. A portion of this booklet is to be set aside for advertising the Lewis and Clark Centennial.

"We will allow the directors of the Lewis & Clark Fair to fill this space themselves," said Clarence B. Hurtt, of Boise,

selves," said Clarence B. Hurtt, of Bolse, executive Commissioner for the St. Louis executive commissioner for the St. Sala and Lewis and Clark Fairs. "There will be no restriction upon the Lewis and Clark Board. We do not care what they say in that portion of the booklet, so long as it

that portion of the booklet, so long as it advertises the Fair.

"In Idaho we believe that our interests lie with those of Oregen and Washington in bringing people West to visit the Lewis and Clark Fair and to see the country. We shall bend our first efforts toward inducing the people to take an interest in the Northwest and to visit this section of the country. Anything that serves to attract sitention to the Northwest will be favored by the Commission and our people. pored by the Commission and our people

"After Eastern settlers, investors and tourists come to the Coast we will of course work for our own interests. I am firmly convinced that if we can induce people to come to the Northwest, Idaho

"Our plan of carrying on the Fair work contemplates the erection of a state build-ing at St. Louis and another at Portland. ing at St. 4,000 and another at Forciaring We have not yet decided upon the character of building to be erected at St. Louis, but it will be a comfortable and attractive headquarters for people from Idaho and visitors who want to learn of the Northwest. A unique design is likely to be prepared for the building. "Our state building at Portland will be of a different character, and will serve a

ater purpose. In Portland we expect to be able to do our share of entertaining all the time.
"I have found that the best plan is to

work for the entire Northwest first and localities afterward. Take settlers whom the transcontinental railroads are induc-ing to come West. We find that persons who originally intended to settle in Ore-gon or Washington find homes in Idaho. In the same way, perhaps, Idaho loses to Cregon. Times have changed since peo-ple left one cummunity with a definite plan of locating elsewhere. Now they look over a wide strip of country and select what suits them best. Idaho is a ood state, and we are getting our share

"The interests of idaho, Washington and Oregon are identical. They are similar in many of their resources and their methods of business. In many respects the business matters that pertain to one state affect the others likewise. I believe that these states should work together for the interest of the entire Northwest.

In addition we shall maintain an extensive art department. This will be of a novel character. We will probably have fillumi-nated paintings to serve as windows in our state building and photographs showing every section of the state will be on view. Though many people do not realize it, there is much in Idaho that the artists camera can show to advantage, and this art bureau of ours is likely to attract a great deal of attention

"The last Legislature planned that the St. Louis exhibit should be saved for the Lewis and Clark Fair. We intend to do that, but as soon as the St. Louis Fair is over we will go to work again collecting new exhibits to supplement our display at Portland. We will make a good showing at both places, and I am in hopes that the success of our work at St. Louis will lead to another appropriation for the Lew-is and Clark Fair by the Legislature which meets in January, 196."

#### SEEK A BETTER ROUTE. Southern Pacific Engineers Make Surveys.

low Oregon City are expected to locate a better route for the trides of that com-pany to reach the upper plateau of the Willamette Valley from Portland. It is likely before their work is completed that engineering force will have succeeded in getting away from the crooked and un-satisfactory is miles of track on the main line of the system between Willsburg and Canby, or New Era. The number of at plenics, a party of Slave and another curves on this portion of the line has frequently been declared to be unsatisfactory, but it has been impossible for thements. Scores engaged in battle and the company to get away from them with-

out relocating that portion of its line. This work is now in progress. The party of engineers working in the vicinity of Milwankie at present is under the direction of the San Francisco offi-clais of the company. Their presence has given rise to stories that the company proposed to abandon either the west or east side lines into Portland, but this is merely a speculative version of the work, with no value. The company will main-tain both lines, and would be compelled to under almost any circomstances, in order to accommodate the local trade. Whether the Southern Pacific main line

will be carried across the Williamette River at or near Oswego is a question that has not been officially determined, but it is one of the possibilities. If the company can locate a better route to the South by this survey, it will undoubt-edly be adopted, for the present line is certain to be improved.

## CAUSE OF LARGE EARNINGS.

Northern Pacific's Straight Three-Cents-a-Mile Rate Lucrative.

Though it has not much connection with he big showing of the earning capacity of he Seattle-Portland division of the Northern Pacific, the action taken by the pas-senger department on the first of this year explains in part the big earning ca-pacity of this line.

The Portland-Seattle line was placed on

a straight 2-cents-per-mile basis on the first of the year. This action was taken by the passenger officials of the road fol-lowing the appearance of the Scattle-Ta-

oma electric line.

Railrond and steamboat men expected fised.

Hoods' Sarsaparilla creates an appetite and aids in the proper assimilation of

he Northern Pacific to inaugurate a bit ter passenger war when the Seattle-Ta-coma electric line was opened, and gen-eral surprise was manifested when it was amnounced that, instead of attempting to retain the local passenger traffic, the Mel-len system intended to raise the price of tickets between Tacoma and Seattle, in cidentally tilting rates slightly along th

The experiment was condemned at the time, but it has been tried long enough now to demonstrate that it was a valua-ble move. The report of passenger earn-ings for the Portland-Scattle line has als tended to confirm the opinion of the pas senger department that the radical mov-was in line with good business principles By insisting upon a straight 1-cent bank for pussenger rates on the Portland-Seat tle lines, the Northern Pacific has com-pelled all competing lines doing business in its territory to pay an increased rate for the short haul enjoyed by the Mellen

for the short haul enjoyed by the Mellen line. Incidentally every person living along the Northern Pacific in the territory affected by the ruling effective the first of the pear who has traveled to the Sound has paid a slightly increased price. At the same time the company has main-tained the attitude assumed when it first put the 3-cent rates into effect in the Northwest of advocating lower fares. While the hig showing of the Portland-While the big showing of the Portland Scattle line cannot be traced entirely to the ruling on the 3-cent rates, it is appa-rent that this action has had a great domi

to do with the good reports. Fruit Shipments to Be Large.

The fruit shipping season from South Oregon has opened well, and Southern Paoregon may opened that the year's showing will be unusually favorable. It is estimated that at least 16 cars of Oregon fruits will be sent during the present year to Eastern cities. Comparatively little of sale traffic will be in peaches, for experi-ments have shown that the peaches do not stand the long trip well. Pears and other fruits can be shipped by refrigerator car service to better advantage.

Good Depots Advertise Road,

The Lackawanna Railroad has taken u ments for the passenger department is good depots. All along the line, between Buffalo and New York, the company has laid out flower gardens about its stations and improved the scenic beauties of the stopping places in every possible manner. The grounds at Dover, Washington, Stroudsburg, Delaware Water Gap, Corning and Elmira are the best examples of the new system.

New Furniture Tariff.

The O. R. & N. and Northern Pacific have announced a joint tariff on furni-ture, effective August 17, between Spokane and Portland. The new rates will be 57% cents per 100 pounds, shipments to be made in carload lots, with a minimum of will not fall to get her share of settlers 20 000 pounds. The rate expires by limitation on August 31. The two roads granted the rate to move several cars of furniture at Spokane to Portland.

> Made Assistant to President. MEMPHIS, Tenn., Aug. 12,-W. W. Haydon, assistant engineer of the Illinois Central Railroad, whose headquarters has been here for many years, was today ap-pointed assistant to President W. D. Stratton, of the Mobile, Jackson & Kansas City Railroad Company.

#### LOST FOR DAYS IN CITY. Lion Tamer, Unable to Speak Eng-

lish, Almost Starves to Death. NEW YORK, Aug. 13.—By the grace of the British Consul in New York, sailing home to India, with strange tales in his head, is Abdul Khadir, elephant trainer, nead, as about analit, elephant trainer, who achieved great fame by losing him-self in Brooklyn: Dressed in Oriental robes, Abdul came ashror from the Brit-ish ship indramaya, from Singapore to Brooklyn, to buy a package of cigarettes. The British Captain advised him to take little money with him. Abdul had, in a spirit of adventure, shipped on the Indramaya. He obeyed the captain, and, lacking money, nearly died in Brooklyn streets. He lost his bearings, and persons

ould not understand him. During four days he starved and slept in parks. August 5 be emerged from a little park adjoining the Kings County Courthouse. He was exhausted. He fell to the pavement and mumbled to passets-"The latho State Commission plans to spend its money to make a good showing of our resources. Mining, agriculture and the state of industries that we will exploit, but we industries that we will exploit, but we industries that we have a liberal display of forestry.

To the paversem and manneau to passens were the paversem of the paversem and manneau to passens. Authority was given the board to advertise for bids for \$150,000 worth of drydock to automobile. The occupants took him in the automobile to the Department of Charities, There he collapsed. An amplification is uniformly passed to a passing automobile. The occupants took him in the automobile to the Department of Charities, There he collapsed. An amplification is also to the paversem and manneau to passens.

Authority was given the board to advertise for bids for \$150,000 worth of drydock bonds, and adjournment was then taken bulance surgeon said he was suffering from starvation. He was fed and removed to the home for aged men, when Abdul refused to associate with the in-

mates.

For days he was taken about the city trying to find a person who could identify or talk to him. In this way the strange party met an officer of the British ship Indrode, who knew Abdul Khadir in Sin-ganore. He talked, and Abdul's story was

made known.

While Abdul was wandering his ship had sailed away, but with the aid of the British Consul the lion hunter has now start-ed on the voyage to his home country.

#### FIGHT BATTLE ON STREET Factions of Slave in Indiana Town Precipitate a Riot,

CHICAGO, Aug. 12-More than a score severe injuries on at least half a dop men in a fierce fight at Whiting, Ind. The trouble was an outgrowth of a factional quarrel between members of the Slavic races, laborers for the Standard Oil Commny. Warrants for 14 others will be

The riot was the culmination of a series of battles, in several of which series of injuries were sustained. The police cannot learn the caus of the quarrel. They understood it originated in Europe and that the Slavs are fighting for a prin-ciple. On one side are Servians, Hun-garians and Crontians. On the other are those designated only by the generic

Following several battles in saloons and lements. Scores engaged in battle and numbereds watched the fight. The police the Servian faction were arrested later

## FIND WEALTH OF LEO.

Late Pope Had Several Millions of Francs in His Room.

ROME, Aug. 11-Monsignore Cagiano e major-domo, accompanied by Cardithe major-domo, accompanied by Cardi-nais Rampolia and Mocenni, opened the apartment of Pope Leo XIII this morn-ing, breaking the seals put on at the time of the pontiff's death. They found a considerable amount of money-it is stated several millions of france-besides other valuables. Cardinal Cretoni, pre-fect of the congregation of sacred rites, was not present, having left Rome on ac-count of illness.

The pope is quite well today. He took a bing drive and walk in the Vatican gar-dens and then received the Austrian Am-baseador who presented his credentials.

## LOW AUGUST RATES.

O. R. & N. Again Gives Long-Time Limit and Stop-Over.
August 18, 19, 25 and 25 the O. R. & N.
again seils long-time tickets to points in
the East, with stop-over privileges. Particulars at City ticket office, Third and
Washington.

Dyspepsia makes you nervous, and nervousness makes you dyspeptic; either one renders you miserable. Carter's Little Liver Pills cure both.

## NOT AFRAID OF OIL

Port of Portland Discusses Proposed New District.

DOES NOT THINK IT A MENACE

Board Declines to Indorse a Remonstrance Against the Portsmouth Location-Montgomery Dock Case to Be Taken Up.

The Port of Portland Commission held its regular monthly meeting yesterday, with all the members present except Vice-President Thomas and Commissioner Willis The most important business scheduled for the meeting was the opening of bids for supplying the power line to the drydock, but no bids were opened, as none had been eceived. The electrical companies wanted fore time in which to figure on the pro-

posals, and it was given to them.

A large part of the session was devoted to a discussion of the good and bad features of the proposed Peninsula oil district. The matter was brought before the board by H. L. Powers, who sold the St. Johns drydeck site to the Port of Port-land. Mr. Powers considered the locating of the oil district at Portsmouth to be a menace to the growing manufacturing in-terests at St. Johns, and requested that the board take some official action on the matter. He suggested an indorsement of the remonstrance being circulated by Manager Knapp, of the Peninsula Lumber

The suggestion was not very enthusias-tically received by the Commissioners. President Adams said he could see no danger in locating the oil district at Ports mouth, or anywhere else. He believed much of the complaint against oil districts was without foundation. President Swi-gert wanted to know if oil poured on the water was a menace to water-front prop-erty, to which Captain Spencer replied that so far as he knew oil companies were not in the habit of so disposing of their product. The general feeling was that as the question is now before the Council there was no occasion for another branch of the city government taking hold of the subject. Consequently no action was taken. A question from Captain Spencer as to the status of the Montgomery dock case brought out an explanation from Attorney J. C. Flanders, who was present. According to the Supreme Court's decision the Port of Portland has jurisdiction over harbor lines. Mr. Montgomesy built his dock in accordance with the Government line, but outside of the wharf line estab-lished by the Port of Portland. There-fore, the port has authority to order that part of the dock removed which extends out into the channel. Although the mandate has been received, no steps can be taken, however, until the decree has been entered here.

A report was read from the board's at-

orneys on the steps to be taken to perfect

torneys on the steps to be taken to perfect the title to the Brazee tract, which was recently purchased to enlarge the drydock site, and the lawyers were authorized to proceed and complete the title. The regular monthly bills, as audited, were ordered paid; also three bills from the commission's legal advisers, which showed that the disbursements in the sult of Swigert vs. Hanfield amounted to \$33, the drydock condemnation suit \$65.81 and the drydock condemnation suit \$6.31 and the Montgomery dock case 1301.58.

Commissioners Pease and Driscoll were appointed a committee to go down to the dredge Columbia, at Willow Bar, and investigate the fuel proposition. Major Langfitt has written to the board complaining of the character of the fuel. The small slabwood, it appears, does not raise sufficient steam to operate the dredge to its follest capacity. He suggested that ordwood be used while the dredge is enraged on the important work down there. The committee will not only investigate this matter, but will also see where a suit-able quality of fuel can be secured on the

lower river.

### Cook Attempts to Murder an Engineer With a Cleaver.

SEATTLE, Wash., Aug. 13.—Robert Howard, first assistant engineer of the steamer Arrow, which recently came to Steamer Arrow, which recently came to Seattle from Portland, was almost mur-dered this morning by Ed Dodge, the head cook of the boat. Dodge threw a large cleaver at Howard. The cleaver struck Howard in the side and cut a deep hole, penetrating the intestines. Dodge was arof the men of the boat wanted his

breakfast later than usual. Dodge re-fused to give it to him. The matter was reported to Engineer Howard, who or-dered Dodge to get the breakfast at once A short time afterward Howard, passed the galley door, when Dodge threw the cleaver at him.

Nelson Damages a Bridge. HOQUIAM, Wash., Aug. 12.—(Special.)— The steamer Charles Nelson, in making a landing at the Northwestern Lumber Company's dock yesterday, ran into the city bridge which crosses the Hoquiam River, and broke out several piles in the pier. The damages will amount to about \$1000, for which amount suit will be

brought immediately. Measurement of the Pox. ASTORIA, Aug. 13.—(Special.)—The offi-cial measurement of the gasoline launch Fox, being built by R. M. Leathers for John Reid, was made by Deputy Collector McCue today. Her dimensions are as follows: Length, 51.9 feet; beam, 11.5 feet; depth, 41.6 feet; tonnage, 14 tons gross, 16 tons net. The vessel will be launched

Monday. Interest in Flickinger Sold ASTORIA, Aug. 11.—(Special.)—A bill of sale was filed at the Custom-House to-day whereby Ernest Steel, of San Fran-

cisco, sells to Captain Charles Zautz a one-sixteenth interest in the barkentine Katte Flickinger for \$1000. Schooner Sausnlito Launched, SAN FRANCISCO, Aug. 11 -- A new three masted schooner was launched today at the Fulton Iron Works for the J. R. Han-ify Launder Company. She was named Sausilito, and will be used in the coasting

trade.

The Columbia River pilots will go down the river Monday on their annual sounding expedition. The steamer Alliance sailed last night with 20 passengers for Coos Bay, and a full general cargo, including 250,000 lath, for San Francisco.

The French bark Grande Duchesse Olga is discharging her merchandise in fine con-dition at Greenwich dock, notwithstanding her long passage.

Harbor Master Bea Biglin is putting in his spare time these dull days making erab nets for his children, who are camping with Mrs. Biglin at Seaside.

Domestic and Foreign Ports, AFTORIA, Or., Aug. 13.—Arrived at 5-20 A.
M. and salled at 6-20 P. M.)—Steamer Gerald
C. Arrived at 6 A. M. and left up at 2-20.
Steamer Grace Dollar, from San Francisco.
Arrived at 11 A. M. and left up at 3-20 P. M.
—Steamer Columbia, from San Francisco.
Arrived at 12 P. M.—Schoozer John H. Lundmann,
from Hescolulu. Arrived at 6 P. M. and left

Gregon Kidney Tea eliminates all Impurities. It is a perfect Spring medicine.

p at 7:30-Steamer Aberdeen, from San Fran-isco. Arrived in at T P. M.—Lighthouse-ender Columbia. Condition of the bar at 4 '. M. moderate; wind, porthwest; weather,

Sun Francisco, Aug. 13.—Arrived at 8:10 A M.—Steamer Geo. W. Elder, from Portland. St. Helens, Aug. 13.—Passed up at 8:30— Steamer Columbia. Steamer Columbia.

Havre, Aug. 13.—Arrived—Steamer La Tou-alne, from New York.

Manchester, Aug. 13.—Sailed—Steamer Bus-

New York, Aug. 12—Selled—Steamers La hampagne, for Havre; Lairrentian, for Glas-gow; Grosser Kurfuret, for Brenen. Liverpool—Arrived Aug. 12.—Westernland, from Philadelphia, Salled—Englishman, for

Glasgow-Arrived Aug. 12.-Concordia, fron

Liverpool, Aug. 13.—Arrived—Teutonic, from New York, New York, Aug. 11.—Arrived—United States New York, Aug. 11.—Arrived—United States cruiser Chicago, from Lisbon.
Tacoms, Aug. 12.—Arrived—Steamer Faralion, from Alaskaj German steamship Sorsovats, from Hamburg. Sailed—Schooner Cocona, for Port Townsend and Peru; ship Great Admiral, for Algon Bay, via Port Townsend; schooner Golden Shore, for Kahului; bark Charles B. Kenney, for San Francisco.
Hoqulam, Wash.—Arrived Aug. 11.—Steamer Chehalls, from San Francisco, for Aberdeen; arrived Aug. 12.—Steamer Coronado, from San Francisco, for Aberdeen; steamer Charles Netson, from San Francisco, for Hoquism. Sailed—Schooner J. M. Weatherwax, from Hoquism, for San Francisco; barkentine Wrestler, from

for San Francisco; burkentine Wrestler, from Aberdeen, for Honoluiu. Scattle, Aug. 13.—Salled—Steamer Farallon. for Skagway.

Queenstown, Aug. 13.—Arrived—New Eng-iand, from Boston, for Liverpool, and pro-Liverpool, Aug. 13.-Sailed-Commonwealth

#### LOSE TRADE FOR WAR ACT Castro Will Retaliate Against Islands That Helped Rebels.

NEW YORK, Aug. 13.-President Castro, of Venezuela, it is reported in this city, is formulating plans to take away the trade of the Islands of Curacao and Trinidad, because of the ald given by them to the recent insurrection against the Venezuelan Government. The British and Dutch islands live in a great degree on their trade with Venezuela, being ports of reshipment for American and Euro-pean merchandize. This trade, it is un-derstood, President Castro will endeavor to divert to Venezuelan ports.

to divert to Venezuelan ports.

The reshipment of goods from here is done because of a lack of facilities to reach some of the small Venezuelan ports direct. This volume of trade requires the use of many warehouses, lighters and trucks, and makes Trinidad and Curacao callier. calling ports for many steamers which

calling ports for many steamers which otherwise would not stop there. Besides, several thousand laborers are kept employed the year round handling the snipments for Venezuela.

The decree, which is soon expected from President Castro, also will have the effect of placing a check on the wholesale smuggling that is now notoriously carried on between the islands and the small ports of Venezuela. In his administration President Guzman Blanco issued a decree placing an additional duty of 20 per cent on all goods reshipped at Curacao er on all goods reshipped at Curacao er

Trinidad.

These West Indian islands always have been the headquarters of Venezuelan and Colombian extles and rebeis. While the recently suppressed insurrection was being waged against the Castro regime, fillbustering expeditions of men and arms are said to have been permitted to depart without a word of protest.

Earthquake Shocks in Argentina. BUENOS AYRES, Aug. 12.—Severe shocks of earthquake occurred at Mendoza August 12. A number of houses and the tower of the Church of San Francisco were destroyed. Five persons were killed and many others injured.

#### VERY ECCENTRIC MAN DIES Saloonkeeper Who Never Sold More Than Three Drinks to Any One.

MILWAUKEE, Wis., Aug. 11.-John Showles, a saloon-keeper known to almost every one in Milwaukee as "Judge" Showles, is dead of heart failure. He had conducted a saloon here for more than 30 years. He never sold a mixed drink, to a man, and if he knew a man's family workingmen. The opportunities here for suffered because he frequented Showles' place, no price could buy a drink.
"No beer for you, my friend," he would say. "Take your money home to your of the Columbia."

family. I do not want it; they need it."

And he adhered to this rule.

Six o'clock in the evening was his closing hour, and when the clock struck 6 his best customer was told that business was

over for the day. over for the day.

Another pronounced peculiarity of the "Judge" was his dress, which was of the years before the war. When he walked the streets it was in the dress of the old days of Clay and Webster; flowing cost, wide in the leg, and generous of girth and collar of the big flowing kind seen in the pictures of early day statesmen. He was well educated, and a Mason of high degree. Nothing is known of his

#### BOY ADRIFT IN A BOAT. Naked and Almost Dead When Rescued by a Steamer.

NEW YORK, Aug. 12.—The Morgan Line steamer Eldorado, which arrived here today from Galveston, had on board a 12-year-old boy who was found adrift in an open boat about 190 miles off Geor-

gia, on August 10. He was naked, and almost dead from exposure.

After the lad had been revived some-what he told Captain Prescott that with what he tool Captain Prescott that with two other boys he was fishing outside the harbor of Havana, when the boat broke adrift. Two of the lads swam ashore. The other boy was unable to swim so far, and remained in the boat. without food or water, until picked up by the Eldorado.

## JEWS NEED MORE MONEY. Kishinef Relief Committee Asks for

Additional \$100,000, NEW YORK, Aug. 18.-The American Kishinef relief committee has received from the committee at Kishinef, which has charge of the distribution, a state as a wafer. nent of receipts and expenditures and an appeal for further aid.

Of the 1450,000 contributed, America

sent more than one-quarter, Russia gave more than half. England sent 31,000 ru-bles, about half as much as Germany The committee asks for further assist-ance to the amount of \$100,000.

### Fright Causes Death of Child. ROCHESTER, N. Y., Aug. 11 .- Gertrude Ryan, of this city, aged 10 years, is dead at West Webster, from fright. The child had been visiting in the country for her health. She saw a team in the yard and

thought it was running away. She fainted, and later died. An autopsy showed inflamed membranes of the brain and percardium of the heart and stomach filled with undigested food. This physical combination was such that the fright additional combination was such that the f ed to it caused death. Texas Fever Appears in Kansas.

TOPEKA, Kan., Aug. 13.—The State Board of Sanitary Commissioners were informed today of Texas fever at Carbondale. A cow owned by Mr. Berry has fallen a victim to the disease, and two others are dying. About the time of the Kaw River flood, a long trainload of Texas cattle was sidetracked and remained for several hours in Carbondale, and it is the opinion here that the "ticks" were left here then.

#### FAVOR NORTHWEST

CHARLES & PEE SAYS RAILROAD WILL RENEW RATES.

Northern Pacific Passenger Business Heavy-Lewis and Clark Fair Interests Safe,

Three questions of interest to Portland and the Northwest are to be brought up before the October meeting of the Transcontinental Passenger Association. These affect the homessekers, settlers and Lewis and Clark rates. It is expected favorable action will be taken by the association, since Coast lines are agreed that the effect would be beneficial to the roads and the country alike. the country alike,

the country alike.

The settler rates were discontinued, temporarily last May when Eastern crop conditions demanded the attention of farmers and put a stop to the movement of immigrants to the Northwest. The homesocker

grants to the Northwest. The homesecker rates are still in effect and will likely be continued again at the October meeting. General Passenger Agent Charles S. Fee, of the Northern Pacific, who came to Portland last night, believes that all of the rate questions of interest to the Northwest will be settled favorably. Speaking of the matter he said:

"I believe that the homesecker and settlers' rates will be taken up at the October meeting of the Transcontinental Passenger Association. The homesecker rate will undoubtedly be continued. It has proved to be generally satisfactory, and there is a good movement of this class of travelers.

travelers.

"I do not know that the settler rates will be put into effect again this Fail, but there is a probability they will. The best results have been obtained by inwill be put into effect again this Fail, but there is a probability they will. The best results have been obtained by introducing the rates in February and allowing them to run through the Spring. It may be that after crops are in, the settler rates would draw a good travel to the Northwest and ald materially in the development of this country. We were of the opinion that the settler rates ought to be quoted again this Fail. I do not know what will be done at the October meeting, but it is certain that immigration to the Northwest is to be encouraged.

"With the Northern Pacific the ques-

"With the Northern Pacific the ques-tion has been to get enough equipment to handle the passenger traffic. The travel both east and west-bound has been un-usually heavy. We expect to get a good share of the returning travel from the G. A. R. convention, but we did not make any effort to secure G. A. R. travel over our line to San Francisco. This was not from any fear that we could not get it or that the work might be hard, but because the travel over the Northern Pacific at present is about as heavy as we can han-

"I have no doubt that at the present time if we had a third passenger train between Portland and St. Paul we could find the busienss for it. But this heavy traffic may not keep up, and it would not be a good business plan to put on another train for the present husiness. If travel continues to increase as it has in the past, it is only a question of a year or so when we shall have to put on another train. The present trains are carrying about all the coaches that can be hauled and make the time they are scheduled to follow." Trains have been reaching terminal

Trains have been reaching terminal points at or near schedule time. The present schedule of the Northern Pacific trains, while much faster than heretofore will probably be maintained during the Winter. We tightened our schedule for the North Coast Limited this Summer, cutting off six hours from our time. I believe it will be possible to maintain this schedule during the Winter months. In any event there is no intention at present any event there is no intention at present

any event there is no intention at present of making any change.

'I have no means of knowing, now, whether the figures given relative to the business of the Portland-Seattle line of the Northern Pacific are correct or not, but they are approximately so. The best explanation of the big passenger earn-ings of this part of the road is that the people of the Northwest are enjoying a greater measure o fprosperity than those

of all other sections of the country It is not an exaggeration to state that Showles, is dead of heart failure. He had conducted a saloon here for more than for travel from the East than any other 80 years. He never sold a mixed drink, action of the country. It is a section that declined to sell more than three drinks attracts the business men, tourists and

Mr. Fee is to remain on the Coast for ten days. He will be in Portland until the middle of next week, leaving, however, for Long Beach Saturday night in order that he may spend Sunday with his fam-ily. While in Portland it has been planned that Mr. Fee and other members of his committee shall confer with a committee from the directors of the Lewis and Clark Pair relative to the rates to be granted the Exposition. But of this matter Mr.

Fee will not speak at length. "It would be unfair to discuss that open It would be unfair to discuss that ques-tion for there are other men as deeply in-terested in the question as myself. The matter will come up before the October meeting of the Transcontinental Passen-ger Association and will be acted upon by the representatives of all the roads west of Chicago. There is a very friendly feeling manifested by these lines toward the Lewis and Clark Fair, and I think its interests are safe."

NEWARK, N. J., Aug. 18.—Edmund J. Smith, former discount clerk in the Mor-chants' National Bank, of this city, who is accused of having stolen \$3000 from the bank, has been arrested in William Va., according to a dispatch received by the police here.

Pears' soap is dried a whole year. That's why it lasts so. It wears as thin

Sold all over the world.

## ATHLETES

TO KEEP IN GOOD TRIM MUST LOOK WELL TO THE CONDITION OF THE SKIN. TO THIS END THE BATH SHOULD BE TAKEN WITH

## HAND SAPOLIO All Grocers and Druggists

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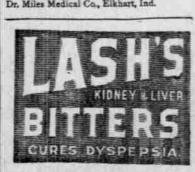
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