FLEET FROM THE ORIENT | up off the river at dark last evening. The weather has been very thick outside, and she is probably approaching the land with

MANY VESSELS LISTED, WITH BUT PEW EN ROUTE.

April Fleet Will Be Small-Captals Samuel Watts Dead-Marine Notes.

The German ship Najade sailed from Nagasaki for Portland ast Monday, and will be due about the middle of April. There are over a dozen vessels listed for Portland from the Orient, but the Najade, which sailed Monday, and the John Cooke which left Shanghai 20 days ago, are the only two that have galled. The John Cooke, with an average passage, will be along by the end of March. The William Law is due from Singapore, and if the Law is due from Singapore, and if the Thornliebank does as well on the way up from Santa Rosalia as the Isle of Arran has done, she will reach Portland by the end of March. The present whereabouts of the Marechal Villiers is still unknown to the general public, as her sailing date from Montevideo is not reported, but she is believed to be near at hand.

These vessels, with one or two of the Honolulu fleet, which will be along within the next three weeks, will give us a starter for an April fleet, which at the best will not be very large. The Kin-fauns crossed out for the United Kingdom yesterday, and the Isle of Arran left up, so that the Columbia River grain fleet on spot yesterday consisted of one ship at Astoria, one at Portland and a third on Astoria, one at Portland and a third on the way up the river. The Poseldon will probably be released from quarantine to-

HILL'S RIG PLEET.

Still Covering the Ocean With Seattle Liners.

It is a dull day for the Seattle paper when Mr. J. J. Hill is not building a big fleet of steamships for Seattle's Oriental trade. These steamships vary in size. Most of them are "about 20 feet longer than the Oceanic," but occasionally he builds a fleet of 25 or 30 that only carry shout 10,000 tons each. Of course, he cannot build all of these ships in one yard, or one country. Last week a fleet of Oceanics were building on the Clyde, and the week before a Japan shipyard had the contract. Occasionally the Cramps get an order for a score or so. Uncle Collis was favored with an order for 25 at Newport News the latter part of Feb-ruary. Last Saturday, finding all the yards in the country busy, the great transportation man established a new yard at New London, Conn., and promised to turn out Trans-Pacific liners that would make the Oceanic look like a cance. There was a pause in Mr. Hill's shipbuilding opera-tions when the New London yard was started to work, but he rustled up an-other partner by Wednesday, and the fol-lowing special appeared in the Seattle Post-Intelligencer Thursday:

"St. Paul, Minn., March 14.—Alexander Sinclair, of London, one of the principal owners of the Elder, Dempster & Co. steamship line, owning 85 vessels in all parts of the world, went West tonight. The Elder-Dempster Company was re-cently awarded the contract for carrying the royal English mail from Liverpool to Montreal, and they have several mammoth mers in this service.

'It is said, on good authority, that Mr. Sinclair will put in a dozen or more steam-ships in the Pacific Oriental trade, and that his visit to Tacoma and Seattle i for the purpose of arranging for wharf privileges. At present the English mail for Asia, Australia and India goes via the Canadian Pacific to Vancouver, but it is said to be Mr. Sinclair's intention to run it down to either Tacoma or Seattle, if he decides to establish a Pacific fleet. "It is known that Mr. Sinciair and J.

J. Hill were in conference in New York, and this fact is regarded as significant." The fact that Mr. Hill is building so many vessels is regarded as "significant," some authorities going so far as to state that he will save fuel and crew expenses by using the fleet for a pontoon bridge be-tween Seattle and the Orient, and Seattle and Honolulu. It is believed, though, that this is only a Tacoma rumor.

GOOD FOR GALVESTON. Southern Pacific Shifts Terminal

From New Orleans. NEW YORK, March 16 .- The Journal

Within a very short time the Southern Pacific Company will operate its Morgan line of steamships from New York to Galveston instead of from New York to New Orleans. Large sums of money are now being expended upon the construction of wharves and warehouses at Galveston to accommodate the business. In order to enter the port of Galveston by a direct line leading to the west and connecting with the Southern Pacific, several small roads have been acquired by the Southern Pacific Company. A very large saving in expense is expected from this change, as more than 100 miles will be saved by the steamships and a further saving will be effected in reducing the train miles on through freight."

GALVESTON, Tex., March 16 .- C. P. Huntington, president of the Southern Pa-cific Company, arrived in Galveston isst evening on his tour of inspection.

Regarding Galveston improvements, Mr.
Huntington said: "We will be taking your cotton away from Galveston over our own

wharves this year."

The Southern Pacific has purchased the Galveston, Houston & Northern since Mr. Huntington's last trip to Galveston, The Southern Pacific pier, now under construction here, will be one of the finest in the United States. It will accommodate 11 large ships at one time.

Prominent Shipowner Dead.

News was received in this city yester-day of the death at Boston on March 7 of Captain Samuel Watts, for nearly half a century one of the best-known American shipowners. About 25 years ago not a season passed but one or more vessels of the Watts fleet came to Portland, and some of the vessels which formerly salled under his ownership are still in existence on the Pacific Coast. Among the best known of the fleet was the Samuel Watts, which was one of the first ships to load wheat at Astoria. Other vessels owned by Captain Watts were the Levi G. Burgess, now in the Coast coal trade; Snow and Burgess, in the lumber trade; R. D. Rice, and, in former years, the Alfred D. Snow, John T. Berry, Abner Benyon, H. S. Gregory, Charlotte Fish, Loret Fish, Joseph Fish, Jane Fish, Montpeller and General McClellan, Captain Watts made a fortune in the description. a fortune in the deep-sea business, and in recent years has confined his operations mostly to the Atlantic coasting trade, being intersted in a big fleet of coasting opers. Captain James Watts, of this

schooners. Captain James Watts, of this city, was a distant relative of the dead millionaire, and commanded the John T. Berry, of the Watts fleet, when she was burned off the coast of Australia.

The remains of Captain Watts were taken to Thomaston, Me., for interment. He was nearly 90 years old at the time of his death.

The Overdue Fleet.

SAN FRANCISCO, March 16.-The reinsurance on the British ship Annie Thomas 200 days from Cardiff to Acapulco, was advanced in England today from 75 per cent to 80 per cent. The following vessels were also placed in the overdue list: Lydgate, New York to Shanghai, 15 per cent; Henry Clement, Hamburg to Klao Chou,

Marine Notes

The Ockiahama left Astoria yesterday with a double tow, the Isle of Arran and the Harvester. The latter vessel was to be dropped at Stella to load trap piles for

The big liner Abergeldie had not showed

The steamer State of California arrived up last evening with a full freight and good passenger list. She had an unusually large freight for Astoria, and was detained there longer than usual.

The steamship Strathgyle finished loading her flour cargo yesterday, and shifted over to the west side of the river to take on lumber. She will carry about 4500 tons on leaving here, and will not draw much more than one of the regular San Fran-

Domestic and Foreign Ports. ASTORIA, March 16.-Arrived at 8 A. M. and left up at 11:15—Steamer State of Call-fornia. Sailed—British bark Kinfauns, for

Queenstown or Falmouth for orders. Left up-British ship Isle of Arran, for Portland; American bark Harvester, for Stella. Condition of the bar at 5 P. M., moderate; wind west; har obscured. San Francisco, March 16.—Arrived-Schooner James A. Garfield, from Willapa Harbor; steamer Grace Dollar, from Gray's Harbor; steamer Benmohr, from

Oyster Harbor; steamer Elder, from Port-land; steamer Empire, from Coos Bay. Arrived March 15-Schooners Guide and Volant, from Gray's Harbor, Sailed March 16-Schooner Daisy Rowe, for Coos Bay; steamer Newberg, for Gray's Harbor; steamer Robt. Adamson, for Nanalmo. Port Los Angeles-Salled March 15-Hawalian steamer San Mateo, for Nanalmo, Nagasaki—Salled March 12—German ship Najade, for Oregon.

Cardiff-Sailed March 15-Ship Ardencraig, for Santa Rosalia Eureka-Arrived March 15-Steamet Homer, from Coos Bay.

Deal-Passed March 14-British bark Dunreggan, from London for Seattle. Liverpool, March 15.—Arrived—Germanic, New York.

New York, March 16 .- Sailed-L'Aquitaine, Havre, Bremen, via Southampton.
London, March 16.—Arrived—European, New York

Hamburg, March 16 .- Arrived -- Pennsylvania, New York. Rotterdam, March 16.—Sailed—Spaarnlam, New York.

New York, March 16.-Arrived-Patricia Hamburg, etc. Queenstown. March 16.—Arrived — Lu-cania, from New York for Liverpool, and proceeded; Pennland, from Philadelphia

for Liverpool.
Auckland, N. Z., March 16.-Arrived-Steamer Alameda, from San Francisco for Sydney, N. S. W. Havre, March 16 .- Arrived-La Chameagne, from New York.

HOTEL ARRIVALS.

THE PORTLAND

B Rothschild, Cincinn | Chase D Northrop, S P Dave Beer, N Y | Thos Doyle, Tacoma O B Woods, City A J Kaufhold, Cincinn J W Wacfarland, VanJ G Walker, San Fr F S Harmon, Tacoma Geo T Burns, Mich Chas Connolly, N Y | A F Hayden & wf, La Miss Belle Archer, NY J W Hickman, Tacoma E J Bussey, Omaha C S Jones, Phila G S Jones, Phila B C S Jones, Phila B C S Jones, Phila G S Jones, Phila B W Freer, San Fran J J Oliver, St Paul G H Robinson, San Fr Sem Vernon Waldron, S F J H Meyer, N Y F C Geo A Rockwell, wt & halld, Junc Cy, Kan Vernon Waldron, S F J H Meyer, N Y F D H Meyer, N Y F D Bradley, Chicago Geo M Lovelock, Go John E Scott & w.Chg Mrs H C Judd, Hartfrd Miss I B Hassecck, do J B Sharpe, New Yrk Chas Hail, England W H Hammond, Mont THE FERKINS.

THE PERKINS.

THE PERKINS.

J D Porbee, Duinth, Ia F B Wait, Rossburg D H Diamond, Chi A B Howe, Tacoma Pred B West, Tacoma J A Smith, Seattle W E Ayera, Scattle R Perkinson, Castle Rk A C F Pindar, Spokane G B Dukek, Mayville W E Ayera, Scattle Rk A C C E Stewart, Scattle M Sturgeon, Tiliamook W W Irvine, S F E B Wilson, Lake V W E B Stoner, Jacorna C E Stewart, Scattle M Sturgeon, Tiliamook W W Irvine, S F E B Wilson, Lake V W E B Stoner, Jacorna D G Stuart, do Mrs A D Stillman, Olympia Mrs A D McCalley, The Dalles

Mrs A D Stillman, Fendleton Mrs G B Carrier, Bokane N Y Mrs Weller, N Y C P Morrison, N Y C D E Sain, Astoria C E Vegrand G C E Bain, Astoria C E Sain, Astoria THE IMPERIAL.

N T
C P Morrison, N Y
D F Kelley, Santa
Clara, Cal
C E Vegrand, Scranton
M E Vegrand, do
F Fulton, Biggs, Or
C E Moulton, Tacoma

THE IMPERIAL.

W. Knowles, Manager A T Van De Vanter, G A Beyer, S F
Seattle
A Spitzel, Dawson
B 3 Cunningham,
Skagway
C it Smead, Blalock
B Benson, Hay Creek
F D Winton, Astoria B S Cunningham,
Ekagway
C it Smead, Bislock
B Benson, Hay Creek
Mrs J R Shater, Spok
T H Cavanaugh,
Olympia
Mrs Mary Livermore,
Ohto
J M McDavitt, S F
R H Barr, Bridal V
Charles Z Persons S P Francis Gale, S P F M Malone, Mor Edwin Dickerson,

Olympia
Mrs Mary Livermore,
Ohio
J M McDavitt, S F
J M McDavitt, S F
H Barr, Bridal V
Charles Ziemer, S F
S A Clapp, Hurns
C L White. M D. GerVelas, Or
Mrs Pugh, Salem
Mrs G A Shieida, Ast
W S Wrangie, Sumpter
Mrs Pugh, Salem
Mrs G A Shieida, Ast
W Ellaworth, Olympia
W Ellaworth, Olympia
M Ellen, Gulrk, Cedarville
W Ellaworth, Olympia
M Ellen, Salem
S A White. Joseph
J M Brooks, Moro
H Ringham, Hay Crk
Astoria

K Bertha Eilia Alb'ny Frank Metschan, Salem S A White, Joseph J M Baker, N Y M M M W W O Wilkinson, Astoria.

G D Heyson, Green-wood, B C D B Bunker, Baker C D A Johansen, Seaside T M Ferguson, S F W Anglin, S F M J Haggerty, Seattle L A Wickstrom, Sprague THE ST. CHARLES.

THE ST. CHARLES.

Miss M Schmidt, SaltLiC Schott, Arlington
Joe Harrod, Salt Lake H H Wels, Minneaple
Jas Moore, Bridal Veli, E Shepherd, Salem
W R Blackburn, Nehalem
P M Blackburn, do
D C Stoner, Astoria
Miss C E Stoner, do
A M Kerchem, Logan
E M Raney, do
J K Ellerby, Gray's
H Harbor
B Muir, do
Worley, Sumpter
D Dyer, Sumpter
ff Adams, Scappoo Hunt, Westport
G Donald, Kelso
L Fell, Tacoma
M McGregor, do
I Carren, Tacoma
Moore, Seettle J F Bowman, do
Nuir, do
Yorley, Sumpter
Dyer, Sumpter
Adams, Scappoos
Int. Westport
Donald, Kelso
McGregor, do
arren, Tacoma
McGregor, do
Adamberlain, StHini
Geo Rianc, Portland
Illivan, Oregon Cy
Dane, Oregon Cy

Hotel Donnelly, Tacoma. European plan; headquarters for com-mercial men. Chilberg's restaurant in

Rhetorical Value Not Everything.

Providence Journal, Rep.
The Philadelphia Inquirer, the thick and-thin supporter of Mr. Quay, and one of the few newspapers that still give unqualified indorsement to everything that the President may do, asks attention to the fact that Mr. McKinley's speech at New York was characterized by "felicities of phraseology." It certainly was. But a good many American citizens would like to see a man in the White House whose remarks would have something more than a rhetorical value—enough more, at least, to enable them to count on them as having a positive meaning for a reasonable

Divorce Granted Quickly. Headache from your head. Use Wright's Paragon Headache and Neuraigia Cure.

ACROSS SIBERIA.

Stations Uniform Distances Apart, Regardless of Previously Established Settlements.

PETROPAVLOVSK, Siberia, Aug. 15 .-- It was necessary first to build a railway across Siberia in order to handle the busi-ness and travel of this wast country, and the next instant it was necessary to encourage business in order to justify the railway and furnish it with something to do. The Pacific Coast had to be connected with the Russian Provinces of the Empire as a military and political measure. The trade of the Pacific Coast and of the cities within the interior of Siberia had to be furnished a means of access to the

BUILT FOR THE FUTURE third class. According to the Russian custom, the waiting-room is also the dining-room, or "buffet," as it is called. The little house for the serving of hot water THE RUSSIAN ROAD STRETCHING ers and immigrants, which I described in my last letter, are outside. On one side track is a small freighthouse, and a little way back in the village a church and a schoolhouse, both of logs, show that the spiritual and mental welfare of the who are to come has not been for

At the present time all of this complete equipment for the nucleus of important towns is virtually empty. Located arbi trarily, according to distance, as they have been, it is in but few instances that the stations coincide with towns which already existed. In those few instances, of course, there is not merely the construction of a town, but the population as well. Chellabinsk, Kurgan and Petro-pavlovsk, for instance, with some others yet to be passed, were places of relative importance in Siberia long before rall ways were heard of. Except these, how the rallway is itself the pioneer



Russian markets. But however important form is busy and the buffet counters are or even imperative these influences were, they could not support the enormous expense of such a railway themselves. Even while the Railway Commission was select ing the route of the line and directing the details of its construction it was devoting its attention to plans for the encourage-ment of settlement along the line, so that production and industrial activity would be ready as soon as possible to supply profitable traffic. The administration has not stopped with providing a way by which one may travel rapidly from one side of this Empire to the other. It has looked to the comfort and convenience of the traveler on the way, and, more im-

try through which he passes There is a familiar parallel near at home which may be applied here. I am reminded at every station of the way in which real estate agents at home prepare to place a new suburb on the market. They take an unoccupied and unimproved tract of land, lay out streets, pave them. build sewers and sidewarks, put in gas and water mains, sometimes even erecting a church and a schoolhouse, to say noth-

portant still, to the future of the coun-

mile, and a considerable portion of this population concentrated in a few of the cities, it is evident-that for all practical purposes the great land was :) be considered as virtually a virgin field for settlement. In a region so sparsely settled it rested in large degree with the govern-ment in planning the railway to decide what lands should be settled first and where the towns should be. The Siberian villages which already existed were of very little consequence in locating the line or in promising business to it. At home, when engineers begin to lay out the route for a new railway they endeavor to have it pass through as many towns and villages as possible, in order that a certain amount of business may be assured from the beginning. More often than not the people of the towns are quick to become rivals for the possession of the new line, are are willing to contribute land or money as an inducement not to overlook them by passing to one side. Here in Si-beria, however, the railway authorities cared little for the people along the route, and the people cared little for the rull-way. In all the distance from the Crol Mountains to Lake Baikal, a distance of some 200 miles, there are not more than four cities—Omsk, Tomsk, Krasnolarsk and Irkutsk—the names of which are likely to be familiar to the reader or even the student who has not specialized on this country, and not more dozen others with a population of 10,000

Here was a condition in which nothing had to be considered but the engineering

the goal for the hungry passengers. At other times, however, the place is silent; the station agent is monarch without sub-jects. The schoolhouses have few school-ars except the children of the railway employes, the church finds its wo from the same families, and as for freight business, there is scarcely any.

In the 50 miles between the stations of the first class, two stations of the second class are established, so that the train actually comes to a halt about every 27 miles. At these intervening stations the preparations are less pretentious. The buildings are less numerous and smaller, they do not include buffets, and the church and schoolhouse usually are omitted. These villages of the future, how-ever, are about as populous as those which happened to be at the right dis-tance to be chosen for the greater dig-

nity. Towns Yield No Business.

It is easy to see why the engineers in laying out the line did not pay any more attention to the existing villages. A Simeans lonesome. Then the sale of lots begins. It seems as if the whole of Siberia along the line of railway is being treated in similar fashion, alrangib on a more modest scale. The government is getting ready for the people who are to with a population for the whole of some of so inhabitants by being the center of more trade and more wealth, by having larger stores and houses and by being who are to come.

With a population for the whole of so, in America it is fair to assume that a town of 500 differs from one of 500 linhabitants by being the center of more trade and more wealth, by having larger stores and houses and by being churches, library and theater halve mark the distinction beria. population. A town of 5000 has 19 times as many people as one of 500, 10 times as houses and covers 10 times the many area. But the houses and the stores are of the same sort, and there is little evi-dence of any additional gradations of comfort, wealth or society. Five thou-sand Siberian peasants in one village do not make any more of the refinements of civilization than if they were scattered in five vilages, nor do they have any more importance in contributing trade to a rallway. The engineers, therefore, have not troubled to divert the line from its natural course at any point merely in order to reach some town that might be a few miles on one side or the other of the direct route. It was quite certain that orect route. It was quite certain that none of the people who lived in these smaller towns would want to travel on the railway, even if they had money enough to be passengers. It was equally certain that no one ever would start for one of these villages from some place eise. 80 far as the farming products of the country were concerned, the country was undeveloped, any way, so there would be as much business come from one side as from the other. Obviously the thing to do was to ignore the viliages and build the railway as if they were not on earth. Nothing along the line has struck me more forcibly than the conditions which I have just outlined. The railway has been built and equipped throughout its cours, to be in readiness for the great volume of business which will come when the country is settled, but which is not here yet. Hosts of people are traveling through the country, and around certain centers settlement is progressing very rapidly indeed. But hour after hour th



BUSINESS STREET IN OMSK, SHOWING TOWER OF FIRE DEPARTMENT.

varying from 100 to 500 miles, and even nore, there were no towns to be reached. It was just as easy to form a new settlement in one place as another, and so the rule of distance was adopted and carried out with amazing regularity in the location of stations. It is the West Siberian railway on which I am traveling now, a division of the entire system, which extends from Chellabinsk, the western ter-minus of the road, to Krivoschekovo, the station on the west bank of the Obl River. The distance is 1229 versts, or 856 miles. In that distance there are 13 stations of the first class, or an average of one every 80 miles. That would not be particularly noticeable if it were not that they are almost invariably that distance apart. Every 80 miles the train stops at a sta-tion which is a virtual duplicate of the others in its equipment and importance. An engine house with stalls for two or three extra locomotives, a small repair shop, some houses for rallway hands, a water tower and an extra stetch of side track mark the preparation for more business than is expected at the intervening stations. The station building itself has a waiting room for first and second class passengers together, and one for

conditions of the route. For distances | trains rattle along across these Siberian prairies, stopping at a station every hour or two for a few minutes, without the slightest sign of local business, eitner freight or passenger. For hundreds of miles no passenger boards the train and none leaves it. The platforms of the freight houses are empty. The lonesome, weather-beaten, ancient villages of logs. which have been inhabited by Russian exiles or Siberian peasants for many years, are visible at a distance from the railway, but their people do not trouble to come across the steppes to see the trains which are bringing a new era to a country which has been almost the most remote and undeveloped of all the world. TRUMBULL WHITE.

Wales' Attainments.

Chicago News. It is not generally known how keenly in-terested the Prince of Wales is in history, especially that of the empire of which he is heir. It is said, and probably with truth, is heir. It is said, and probably with truth, that no living man is better acquainted with the history of India and with the cheracteristics of the native races than the Prince, who has, moreover, read every book that has been written on the history of the Crimean war. Besides being an ardent student of history, the Prince of Wales is a most accomplished linguist.

INTERESTING VERSION OF THE APRIL RIOTS AT WARDNER.

The Miners Merely Went Hunting Murders and Explosions Were Accidents of the Trip.

In the last issue of the Wallace Press some one signing himself "A Democrat," gives his version of the riots, murders and other crimes at Wardner last April. As he was there he evidently knows what he is talking about. Here is his letter: "Ed.tor Press: I see by the Review that the Wallace Republicans are favoring Steunenberg for Senator. Let them support him and elect him if they can, but I hope that the Democrats will not help them in it. The way the people of the

Coeur d'Alenes have been treated by that man is worse than the treatment accord-

ed any other people mentioned in history. In support of this please allow me space to tell what I know about it. "I am a native-born citizen of the United States, and always voted the Democratic ticket until after I came to the Coeur d'Alenes, having gone temporarily into the Populist party along with the rest of the members of the miners' union, although I still consider myself a Democrat, but I am a different kind of a Democrat from

this man who deprives so many innocent men of their liberty. "I was one of the victims of his wrath, but think that in passing judgment on him I am first dropping personalities. I was at Wardner on April 25, when the Bunker Hill mill was blown up, but I was in no way responsible for it. That morn ing when I came off shift at the Frisco I was told to go to the Miners' Union Hall. The man who told me this was from Butte but I don't know his name. When I got there he was there, too, and was handing out guns and telling the boys to make masks from the bolt of cloth which lay on the table. I do not believe in letting anybody rope me into something wrong, so I asked what guns were for and was told sked what guns were for and was told asked what guns were for and was told that we were going hunting—that the whole union was going on a special train. That was all right, so I asked what the masks were for, and he told me it was to keep me from getting sunburned. That seemed a good idea for swear to this, and were it not for the hellish course of this man Steunenberg. sunburned. That seemed a good idea for men working undergound all the time, so I put on one and took a gun.

"When the train came down from Burke e got aboard and the Butte man who had furnished the guns ordered it to back up. We went back to the Frisco powder-house. I asked him what he wanted of powder, and he said it was to dynamite fish. I told him it was against the law, but he winked and said the Sheriff would not catch us at it. Before we got down to Gem I had learned that we were going to Wardner. I asked if the hunting was good there, and the Butte man assured me that it was. He had just been down there ind game was plenty.

"At Wallace the Mullan hunters joined us. I learning from them directly that they were going to Wardner for a short hunt, game being plenty there. As the train neared Wardner we were met by the Last Chance boys, who were getting disgusted, as they had been hunting up the track for an hour and found nothing. The Butte man told us that the best hunting was below town, so after we pulled into the depot we lost no time in getting under way. The Butte man told us which way to go, and as we were going down the lane a robin flew up. It was the first thing we had seen, and the whole crowd took a shot at it. It was while shooting at this robin that Jack Schmidt was accidentally killed. Just then the was accidentally killed. Just then the struction of the mill or the death of the Butte man shouted to some of the boys to bring the powder, as there were fish in a put in one of the county officers who was about the first of February, and leave about the first of February, and leave about the middle or last of March. They

Skin-Tortured Babies And Worn-out Worried Mothers Find

Comfort in CUTICURA.

SOME MONTHS AGO OUR BABY'S HEAD GOT SORE. We took him to the doctor, who pronounced it poison and gave us some medicine



he would cry all night, and my wife could sleep none, and began to look ghostly. His head got so sore that we put a night cap on him, and folded a white cloth four thicknesses inside of it, and just through the night a kind of matter would coze out from his head, soaked through the cloth and cap and on to the pillow. The top and back of his head was almost a solid sore, and looked so badly that words would not describe it. Almost in despair I told my wife I had seen CUTICURA REMEDIES advertised and recommended very highly and I was going to try them. I bought the CUTICURA RESOLVENT, CUTICURA Soar, and Curicura Ointment. We gave him half of the Resolvent, used part of the cake of Soap, and before we had used the second box of CUTICURA Ointment he commenced to get better, and is now as well and hearty as anybody's boy. He is as merry as a lark, sleeps soundly all night, and his hair looks glossy, thick, and soft. while my wife looks like a different woman, I look at him and think I owe it to you and

to suffering mankind to write and tell you of this almost wonderful cure. W. W. & J. E. MYERS, Box 90, Munroe City, Ind.

Complete External and Internal Treatment for Every Humor. Consisting of Curricula Soar (25c.), to cleanse the skin of crusts and solven the thickened cuttele; Curicula Ointern (50c.), to instantly alloy itching, indiamnation, and irritation, and southe and heal; and Curricula Resolvent (20c.), to cool and cleanse the blood. THE SET, \$1.25 and humiliating skin, scalp, and blood humors, with loss of hair, when all else fails. Porten Dado And Chen. Conf., Sole Props., Boston.—How to Cure Baby Humors," free.

to draw a gun at the time he was killed, erty on that occasion than was the Gover-I could get any number of them.

"I know that so far as I was concerns or any of the men with whom I talked that day, that there was no intention of doing any one harm when we left home, or at any time during the day. If any one was a criminal in intent it was the man from Butte, and I doubt if there was any on his part. I know the killing of Schmidt was an accident, and that of Cheyne justifiable, while the blowing up of the mill was evidently due to an accidental explosion of the powder put in there to keep cool. I know that there was lots of crowing afterward because so many of the Union men 'ran off' when they heard that the soldiers were coming, but I never heard that there was any question as to the right of a man to quit work whenever he pleased, and to take any route out of the country which might suit his fancy.

"And it was for this that Steunenberg declared martial law and branded the Miners' Union as a criminal organization. It was for this that he threw troops in here and arrested all the men he could get hold of, and put them into the 'builpen,' though there was not a man there who could not prove, both by the men inside and by the men on the outside, that he was in no wise responsible for the dewe got to the mill he could not find the pond, and told them to put the powder in did not even see the mill until he was the mill out of the heat until he found the arrested, more than a week later although and they are pronounced the most toothhe lived within a half-mile of it.

"What was done after that I do not know. But everybody knows the result. As to the killing of James Cheyne, I know positively that the men who shot him were acting in self-defense, as he was reaching toward his hip pocket as though.

The lived within a half-mile of it.

"And now he continues to refuse permits to any of the men who were at Wardner on that day or uphold those who did go, although, as I have told you, and can prove, they are no more guilty of the crime in the destruction of life and prop
The Weston Leader reports a sale of the water town. During their stay on Goose Lake, the lake at times looks like a huge snowbank. Their great white plumes show for miles away.

The Weston Leader reports a sale of 200 head of range horses at \$20 per head.

nor himself.'

Putting in Clover.

The Rural Northwest tells of an interesting object-lesson to be seen in a clover field on the farm of Mr. Stump, at Mon-mouth, Or. This field had been plowed two or three times, had been thoroughly harrowed with disc harrow and common harrow, and had been successively rolled and harrowed two or three times. The seeding and final harrowing and rolling was done about the 1st of June last. When the field was receiving its last rolling night came on before the job was fin-ished, and that night it rained. 'This prevented finishing the rolling. There is a most remarkable difference in the stand of clover on the piece in the center which did not get the final rolling and the stand in the rest of the field. There appears to be at least three times as much clover on the land that received the extra rolling as on the piece in the center. Mr. Stump finds that the more thoroughly the land can be pulverized and packed, the better the clover does.

Snowbanks of Swan.

The Dalles Times-Mountaineer. Hunters report the departure of white swans from Goose Lake earlier this year than usual. This is regarded as a sure sign that winter is over here. These larger some of all the water fowl. During their stay on Goose Lake, the lake at times looks like a huge snowbank. Their great

AGENEROUS BY GOOD What's in a name? Very much indeed, when it is the name of a generously good man applied to a generously good cigar. Everybody looks up to the CHILDS as the leading cigar of the day. The sales for last year seem to indicate that the CHILDS has simply run away from all other 5c cigars.

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