Development of Properties-Spokans Company Driving a Long Tun-

Granite has been a full-fledged city since April 5. On that date it voted, 82 to 14, to incorporate, and Grant Thornburg was elected Mayor. W. L. Brown is Recorder; Granite has telephones, water works, sewers, and will soon have electric lights and paved streets.

Properties Being Developed.

Four miles north of Granile is the Cou gar, one of the hest properties in Eastern Oregon. It is owned by Evans Larkin of Spokane. A 250-ton cyanide plant has been ordered, but only part of the ma-chinery has been installed. The remainder of it will be set up before Fall. The mill of it will be set up before Fall. The mill began crushing rock over two months ago, and the first run of 12 days netted, as nearly as could be estimated, about \$25,000. The ore in trented partly by cyanide process and partly by milling. The tunnel is in 900 feet, and at a depth of \$30 feet below the apex of the ledge.

Until recently the Magnolia, which in five miles north of Granite, was controlled by W. L. Vinson, When he failed, a payment lapsed, and the property reverted to its original owners, John Coyle, P. A. Conde, and Jones Brothers. Con-

P. A. Conde, and Jones Brothers. Con-siderable ore was put through the 10-stamp mill under the Visson management. but not to exceed 25 per cent of the values was saved. The ore averages from \$12 to \$15 gold to the ton. Three tunnels, aggregating 2000 feet, have been driven.

The Blue Ribbon group has attracte attention lately by a report that De La-mar, the Idaho mine-owner, had bonded it for \$70,000. De Lamar sent George Kislingsbury, a mining engineer, to examine the group, but has not made a purchase, and will not. De Lamar wants something hig and free milling, and has not found what he wanted in Blue Ribbon. There are three claims in the group-the Blue Ribbon, the Portland, and the Spokane. The principal work has been done on the Blue Ribbon. The chaft is down \$5 feet. The upper tunnel has been driven 150 feet with a crosscut of 35 feet. Tunnel No. 2 is in 250 feet, and No. 3 in 400 feet.

The Monumental is an old mine, and has had a 20-stamp mill for many years. C. S. Miller, of Portland, controls it. The mine has 1500 feet of tunnels and a shaft between 500 and 600 feet deep. The ore runs from 30 to 300 ounces silver to the ton. Owing to the low price of silver, the mine has been shut down for six years. There are gold ledges on the property, and the mine may be reopened in

Fifteen years ago, the La Bellevue was the best developed mine in Oregon. It is a few miles northwest of Cable Cove. at an elevation of 7830 feet. Upwards of \$100,-000 has been expended in its development. The ore carries gold and silver of about equal values. Some of it has gone as high as \$500 to the ton, and has stood a freight charge of \$100 per ton to the railroad. The mine has a roller mill with a capacity of 12 tons per day. Ketth & Bamberger and Cabell Bros. are the own-

Tunnel 3000 Feet Long. It has remained for the Aldrin Tunne

Company, a Spokane corporation, man-aged by C. R. Aidrin, to undertake one of the largest enterprises in the gold belt. It contemplates the tunnelling of Quebec Mountain. The tunnel has been started and is being pushed toward the 169-foot line. It is 7x7 feet in the clear, and when completed will be 2000 feet long. As the ledges in Quebec Mountain are from 250 to 250 feet apart, the company expects to cut about a dozen and reach a depth of at least 1200 feet. Manager Aldrin, who has operated extensively in Northeastern Washington and 200 feet of tunnel work. It is owned by Colored and Colored to the Colored State of Colorado, gives interesting information regarding his examination of the geologi-cal formation of the Easieru Oregon gold belt. He finds that the northern half of cal formation of the Eastern Oregon gold belt. He finds that the northern half of the belt carries free milling gold, the northern portion suphurets, carrying the gold values, and the western portion the baser combinations, with other metals.

Most of the porphyry dikes crossing the country are of older formation than the Delta May 1. Most of the porphyry dikes crossing the country are of older formution than the ore bodies, and in consequence are of inestimable value to prospectors in localing ledges. Wherever the dikes have been formed subsequently to the ore bodies the veins invariably carry from a foot to two feet of free milling ore on the hanging wall. Mr. Aldrin maintains that the diless are conclusive evidence of the existence of granite formation. Ore bodies, he says. will retain their milling properties down to the grantic substructum, which is from claims lying between the Cougar and 1206 to 1500 feet deep. The geological the Magnelia, and known as Independstructure of the country leads to the congive out or grow base with depth. Ore bodies derive their values from the surrounding rock, and not from the interior of the earth; hence, the values cannot run out until the granite foundation is reached. What is below the granite formation, says Mr. Aldrin, only deep mining will determine.

H. L. Stewart, W. H. Becker and J. H. Marshall, the new owners of the Wisconsin Central group of four claims, in the Bed Boy country, have driven a tunbel 40 feet. They intend to go in 200 feet and cut the ledge at a depth of 700 feet. Surface assays run from \$1.50 to \$7.50 per ton.

The tunpelus group on McCully Fork.

The May Queen group adjoins the Red Boy on the north, and includes, besides the May Queen, the Jay Bird, the Golden and the Fremont, and two other cialms west of the group. The owners are residents of Nebraska and Wisconsin, Thad Company Driving a Long Tennel in Quebec Mountain.

GRANITE, Or., May 12.—Granite is within easy reach of more rich mining properties than any other city in the West, and is the center of one of the largest mineralized regions in the world. A mineralized country about 29 mines when the growth of the Company and the country about 29 mines when the growth of the Company of the Comp

W. A. Schluter, Treasurer, and Paul Wilson, Marshal. The Aldermen are: A. to \$390. Work is now being pushed on Bachman, L. L. Forrest, G. L. Lindsay, the main tunnel, which is in 300 feet. In Neil Niven, S. P. Shutt, and J. W. Tabor. the face of it is a nice streak of quartz. The owners of the Concord have \$50,000 to develop their property, and plenty of ore to run a mill, but will develop thor-oughly and block out ore before installing machinery.

The Chelan, owned by W. E. Hurd and C. S. Peyton, is on the same vein as the Concord. About 400 feet of tuneling and crosscutting has been done, and the show-

crosscutting has been done, and the showing is good.

The O. K. group of three claims adjoins the Lawton townsite, and is owned
by Sam Wilson, of Idaho, and others. It
is being systematically developed, and
gives promise of becoming one of the
best free-milling properties in Eastern
Oregon. The vein is 30 feet wide, and
the ore runs from \$17 to \$78 per ton in
good and conner. The tunnel has been gold and copper. The tunnel has been driven 200 feet.

Murphy & Monahan, owners of the Gold Coin, are running a tunnel to tap three different ledges. They have good rock in sight.

The Poor Boy group includes the Poor Boy, the Mineral Chief, a fractional claim and a mill site. It is under bend to the Comstock Company, of Spokane. The tunel is in 115 feet, but will have to be driven 250 feet before striking the ledge. The surface rock makes a good showing To Build Hoisting Works.

C. B. Preble, of Utah, has a bond on the C. B. Preble, of Utah, has a bond on the Gray Eagle group, consisting of the Gray Eagle, the War Eagle, supposed to be an extension of the Blaine ledge, owned by the Red Boy Company, and the Protection, supposed to be an extension of the Congo ledge, also owned by the Red Boy. About 500 feet of development work has been done in the past year. Holsting works will be built this Spring.

Far up on Clear Creek is the Coour

Par up on Clear Crock is the Coeur d'Alene group of six claims, owned by a Wisconsin company. The main tunnel has been driven 400 feet. At 300 feet a ledge eight feet wide was cut and drifted on for 60 or 70 feet. Arthur Curtis is superintending the work.

William B. Reese, C. B. Pierce, George
Leavitt and other Canton, O., people own
the Canton, on Quebec Mountain. They

are working three eight-hour shifts, and have 400 feet of tunnel work. The ore is On the Alamo the shaft is down & feet,

with ore at the bottom, and the tunnel in about 200 feet. J. W. McGuigan, M. D. Mahoney and other Spokane men own the

Z Spokane syndicate.
The Red Mountain group comprises 12

The South Cougar Mining Company, or-ganized by Baker City capitalists, has bought five claims near the Cougar. Some of the ore runs to \$23. Considerable tun-George Edward and William, Henry and

clusion that there is absolutely no founda-tion for the theory advanced by some to \$70 a ton the highest grade coming that the ores of this gold region must from the independence. Work done to give out or grow base with depth. Ore date comprises a 180-foot shaft and 100

Surface assays run from \$1.50 to \$7.50 per ton.

The Buffalo, an extension of the Blue Ribbon, has 450 feet of tunneling. Rich ore has been taken out.

George Wisgand, John Coyle and John Klasel own the Golden Slipper group. The tunnel has been driven 460 feet to good milling ore.

Ike Klopp is developing the Alax group.

The tunnel has developing the Alax group.

The mined a tunnel was started to cut the mined at th The tunnel has been driven 400 feet to good milling ore.

Ike Klopp is developing the Ajax group, which he owns. One tunnel is in 200 feet, the second 340 feet, the third 600 feet, while the shaft is down 65 feet. The group is a sinking proposition, and time has been wasted in tunneling. There are about 100 tons of good milling ore on ledge will be encountered within 20 feet,

DELVING FOR GOLD

the dump. Arastra tests show 112 and 518 gold to the ton, and picked samples have assayed as high as 155.

Cabell Bros. have a good property in the Success, located near La Bellevue. It is reported that the claim has been bonded to Causey & Welch.

Development work is being done on the Mastiff and Majestic groups, which are situated between the Cougar and the Masgolia.

May Queen Mill Running.

LARGE BODIES OF ORE SOUGHT

the dump. Arastra tests show 112 and 518 feet. The tunnel will be pushed along until all three leidges are cut. A great deal of black tale has been encountered in the tunnel, carrying values, as does also the quartiste. There are three men employed in the work, and the cost to the company is about \$2 a foot, an exceedingly low price for this section. They gain about five to seven feet a day. The property is owned by J. C. Aiken and H. W. Miller, of Roseburg, and J. M. Dreanan and W. F. Robinson, of Sumpter.

INVESTED IN NORTHERN MINES.

Portland Men Interested in Colville Reservation Property.

| Content | Cont

SAN FRANCISCO, May 14.- The official clos

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	NEW YORK, May 14Mining stocks too	tie.
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BOSTON, May 14.-Closing quotations Adventure 39 94 Occools 50 63
Allouset M. Co. 14; Parrott 255;
Allouset M. Co. 15; Parrott 255;
Atlantic 225; Santa Fe Coppet 45;
Boston & Mont 2 86
Butte & Boston 0 Unit Mining 205;
Cal. & Hecla. 7 55
Centennial 105;
Franklin 15

DAILY CITY STATISTICS.

Real Estate Transfers.

with ore at the bottom, and the tunnel in about 120 feet. J. W. McGulgan, M. D. Mahoney and other Spokane men own the claim.

Joseph L. Warner and W. H. Remington, of Tacoma, are working the Strasburg group. The tunnel is in 90 feet, and crosscut for 120 feet. A strike of good bunchy ore has been made.

The Quebec has between 700 and 800 feet of work on two tunnels. A. McGregor and Utah capitalists own it. The claim is under bond to Captain Wood, of Chicago, who is said to represent the Illinois Steel Company.

About 1900 feet of tunneling has been done on the Yan Anda group, which comprises, besides the Van Anda, the Humphack, the Last Loaf and the Campaign. Work on the group has been suspended for some time.

Three tunnels are being run in the Yellowitone, owned by George J. Barrett, A. J. Trimble and others. The main tunnel has been driven 300 feet and is due to cut the veln before long. The second tunnel is 100 feet long and the third 50 feet.

The Deerlick group of three claims is on Beaver Creek, about two and one half miles from the Red Boy. A great amount of work will be done on the group this year.

The Scandia, on Quebec mountain, has 206 feet of tunnel work. It is owned by Geet of tunnel work. It is owned by Spokane syndicate.

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City of Portland to C. W. Boost lots 5 and 7. block 19. Tibbetts' addition: May 9. 578.
Charles L. Miner to Wolff & Zwicker Iron Works, parcel land in Wm. and Nancy Caples' D. L. C. St. Johns, subject to \$350 mortgage: May 9. 18,625 00 Lewis M. Rosenblatt and wife to Lewis M. Rosenblatt undivided 19 lots 15, 16, block 312, Balch's addition: May 14. 100

Marriage Licenses. R. C. Turison, aged 22; Eliza D. Bingenheimer, aged 30. George Schlotthauer, 60; Mrs. Caterine Christmann, 57. William Eaghers, 26; Cora Dawson, 16,

Births. May 4.- Boy, to the wife of John Wild; May 8.—Boy, to the wife of W. R. Clairidge; 847 First street.

May 9.—Boy, to the wife of Julius Driesne; 866 Michigan avenue. Front street.

Deaths. May 11.—Mrs. Augusta Sinmay, age 15 years; St. Vincent's Hospital; surgical shock. May 4. R. W. Pesbles, age 70 years; Vancouver, Wash., in grippe.
May il.—John L. Benton, age 47 years;
Salem, Or.; heart disease.

Labor Riot in Chicago. CHICAGO, May 14.— Several workmer were injured in a fight today on Seeley tyenue. A riot call was turned in, and upon arrival of the police the crowd reat-tered, leaving M. L. Brewn, a non-union iron-worker, on the ground suffering from a wound in the head. The trouble arose

over the employment of some non-uni-men on the structure. Proposed Alliance With England. If the United States and England should form an alliance, the combined strength would be so great that there would be fittle chance for enemies to overcome us. In a like manner, when men and women keep up their bodily strength with Hostetter's Stomach Bitters, there is little chance of attacks from disease. The old-time remedy enriches the blood, builds up the muscles, steadies the nerves and horeases the appetite. Try it.

MAY FLEET IS INCREASING

EIGHT WHEAT SHIPS NOW AT PORTLAND DOCKS.

Carelesaness in Reporting Ships From Honolulu - Inverness en Route for Lumber-Notes.

The steamer R. R. Thompson, towing the two British ships St. Mirren and Al-lerton, arrived up from Astoria yes-terday morning. Both of the ships are 200-ton carriers, and there is a heavy current in the river, so that the Thompcurrent in the river, so that the Inomp-son's task was anything but a light one. The St. Mirren went to the sand dock to discharge ballasi, and the Allerton to Victoria dock. The East African, in tow of the Ocklahama, was only a few hours behind the other ships, arriving up short-ly after moon, and going to Weidler's ly after noon, and going to Weidler's dock to discharge ballast. Eight wheat ships in the harbor during the midde of May are seldom seen, but the number will probably be increased by at least one ship within a day or two, as the Lizzie Boil will come up from Astoria as soon as she discharges her cargo for that port, and the Grenada is due from Honou.u.
The latter vessel sailed from the island
port April 77, and like every other sulp
that has come up from Honoiulu this season, she was reported as salling for Puget Sound. The marine reporters on the island papers do not seem to be very well up on Pacific Coast geography. In some parts of the world everything that heads for a Pacific Coast port north of San Francisco is reported for "Oregon," but down at Honolulu the papers seem to think that Puget Sound is the port of entry for all of Oregon and Wach-ington. Among the recent ships that have loaded or are now loading at Portland, and which have been reported from Honolulu as sailing for Puget Sound, are the Aspice, Foribbank, East African, Gren-ada, Inverness-sire, Berwicksire, Poset-Gon, Kinfauns, Gulf Stream and Beechdais. None of these ships were chartered even with the option of Puget Sound, and accordingly nothing but carelessness at Honolulu caused them to be misre-

TURK WAS ON HAND.

Former Portland Boarding-House Man in Politics in Honolula,

Frank Turk, the erstwhile Portland boarding-house man seems to have caught on amazingly during the short period of time in which he has been a resident of Honolulu. It is apparent, from Honolulu papers just received, that Turk is taking quite a hand in politics down in the "Pearl of the Pacific." Iu describing a political meeting, which ap-parently did not go the way the paper wanted it to the Advertiser says: "Plainly the whole programme was machine made. There was no intent to

let the majority of Honolulu people of Republican sympathies have anything to do with party rule, except to ratify pre-arrangements. Dickers were even made to bring a claque of waterfront tiff-raff to the meeting to cough independent men down, and 'jam through' the machine programme. Lewis and Turk were known programme. Lewis and Turk were known to have been closeted with a designated boss more or less on Monday, Tuesday and Wednesday, and they were around in hacks on Tuesday night—hacks which their money did not pay for—enlisting heelers on the wharves and in the siloons to choke off free speech. These heelers, led by Lewis and Turk, were all on hand at the raily, and they did their best to 'down' McCants Stewart and other fair play men. It was an enliven. other fair play men. It was an enliven-ing spectacle-machine men on the plat-form, a state up Cecil Brown's sleeve, a 'push' in the hall! Heavens save the

HOLD FULL OF WATER. Steamship Fiorida Has a Serious Collision on the Atlantic.

The Norwegian steamship Florida, which has carried away lumber and wheat cargoes from Portland, had rather a serious collision on the Atlantic a few days ago. The Eastern marine papers report the occurrence under a Philadel-phia date line, under date May 6, as foi-

Stenmer Florida, Norwegian, Hansen, from Rotterdam, which was in collision with the British steamship Rappahannock, from Newport News, for London, arrived here today with 11 feet of water in her hold. The Rappahannock arrived in London on Saturday with the first news of the collision. Captain Hansen. of the Florida, stated that the collision occurred in latitude # min., \$1 sec., long-frude #0 min. \$ sec., during a dense fog He says the Britisher s.ruek the Florida a giancing blow, bending the latter's stem, fracturing several plates and causing the vessel to leak budly."

THE PATHFINDER LOST.

Steamer Hwaco Has a Bacy Experience on Her Trip to Puget Sound. There is a \$3000 scow-schooner floating around on the Pacific off Gray's Harbor, a moderately good salvage plum for some lucky mariner who will tow it into port. derelict craft is the old Pathfinder ion at Astoria about 10 years ago, for the purpose of removing "obstructions" from the path of the gillnetter. The craft strates for Puget Sound lass Thurs-day, in tow of the steamer Ilwaco, which has just been completely overhauled and remodeled at Supple's yard, in this city. When off Gray's Harbor, the Ilwaco encountered the same disturbance that made matters so lively for the St. Mirren. and as a last resort to prevent swamping the steamer, her master ordered the scow cut adrift. Freed from her incumbrance, the liwaco made Port Townsend without difficulty.

SAILORS ARE SCARCE. British Ships Still Paying a Bonus in Frisco.

The scarcity of sailors in port, says the San Francisco Examiner, is becoming a serious matter to commerce. The revenue serious matter to commerce. The revenue cutter Manning, from which all hands deserted, has picked up about half a crew, but even at the increased rate of wages men are difficult to get. British ships have to pay a bonus of \$25 a man, and then take what they can get.

The Italian bark Precursore has not yet succeeded in getting a full crew, although she has been two weeks in the stream. The captain has straightened out his money tangle, Balfour, Guthrie & Co., it being said, having advanced the coin for the bills. The trouble was that

coin for the bills. The trouble was that when the captain collected his freight money he sent it all home, leaving himself nothing to work on.

COMING FOR LUMBER.

Another Big Whaleback en Route for the Pacific Export Lumber Co. The British steamable Inverness, under charter to the Pacific Export Lumber Company, got away from Mororan, the Japanese coaling port, Sunday, and will reach Portland about June 1. The Elm Branch is due about four days earlier. The same company is now loading the Oak Branch, on Puget Sound. The vessel is receiving a portlon of her carree. is receiving a portion of her cargo at Everett, and will go to Vancouver, B. C. to finish. Her destination is Port Ar-thur. The Portland firm has been in the business but a comparatively short time, but it has already shipped more big cargoes, that is cargoes in the vicinity of 2000,000 feet than any other firm on the Pacific Coast, if not in the world.

and the saflors who with him were lost recently from the scaling schooner Sadle Turpel were ploked up by the schooner Penelope and today returned safely to

Marine Notes. The Russian ship Syifid will finish load-ing this evening. The Forthbank is next on the list to finish, and the Dovenby Hall will complete her cargo by Satur-

The John Cooke will leave down the river this morning. The Aspice reached Astoria Sunday evening. The Litzaic Bellis discharging part of her cargo at As-toria, and will not be up for a day or

The British ship Centurion, from Philadelphia for Nagasaki, and the Genista from New Fork for Shanghai, passed Anjer prior to May 7. Both are under engagement for next season loading at Portland.

The British ship Argus will commence discharging at Coloma dock today. This applies only to the freight. The Chinese survivors of the Iolani will remain for the present, and the next captain who picks up a shipwrecked crew in mid-ocean will hereby take warning, and drop the Mongolian contingent overboard.

Domestic and Poreign Ports. San Francisco, May 14.—Arrived— Steamer Universe, Nanalmo. Sailed— Steamer Senator, Manila; steamer Aztec. Nanaimo; steamer Mattewan, Tacoma; steamer Coquille River, Gray's Harbor. Port Townsend, May 14, Salied-Norwe-gian steamer Eldsvoid, for Shanghai; 13— Ship Spartan, for Seattle; steamer Dis-covery, for Cape Nome. In Port-Brig Tanner, from New Whatcom, for Cape

Seattle, Arrived May 11 .- U. S. S. Rosecrans, from Valdes; steamer Al-Ki from Dyea. Salled-Steamer Robert Dollar for Nome; steamer Ruth, for Skugway; steamer City of Seattle, for Dyea. Arrived, May 14.—Steamer Rosalie, from

Dyea. Hong Kong, Arrived May 12.—British steamer Empress of Japan, from Vancou-

Bremen, May 14.—Arrived.—Koenigen Luise, from New York, via Cherbourg. Glasgow, May 14.—Arrived.—City of Rome, from New York. Antworp, Arrived May II.—Noordland, New York. Naples, Sailed May II.—Kaiser Wilhelm

II., for New York.
Auckland, May 14.—Sailed—Nowana,
for San Francisco.
Cherbourg, Sailed May 13.—Bremen.

Cherbourg, Salled May is.—Bremen, from Bremen, for New York, New York, May is.—Arrived—Furnessia, from Glasgow. Southampton, May is.—Arrived—Kaiser Wilhelm der Grosse, from New York, for

GERMANY HEEDS WARNING. laking Steps to Increase Her Naval Power.

NEW YORK, May 14.-A special to the NEW YORK, May 14.—A special to the Herald from Washinston says:

It is the belief of well-informed department officials that Germany will heed the warnings given her by Secretary Root and Senator Lodge by more strongly urging the passage of the bill providing for the increase of the Navy desired by the Germany Emperor. It is thoroughly appreciated that Germany is not now ready to take any action which will invoice her in war with the United States, and the Administration does not expect trouble be-Administration does not expect trouble be-fore the German fleet has been very large-

ly increased.

It is understood that the Administra-It is understood that the Administra-tion expects Germany to try to block, diplomatically, every pian which may strengthen the position of the United States, as in the case of the Danish West Indies, but it is not supposed for a moment that she will go to the extent of hostilities. It is thought to be her policy to continue the colonization of Central and South America to get a pre-nonderant German influence in those onderant German influence states, so that, in case of war with the United States, these German communities might have an important bearing upon the legree of neutrality the Southern Repub-

lies would enforce.

The German Embassy, in line with the policy of the State Department, is minimizing the report that Germany contemplates taking any action in violation of the Monroe dectrine. The German Am-baseador today declined to discuss Senator Lodge's speech, but it is known he is very much concerned about the Senator's laration, following those made by Secre

laration, following those made by Secretary Root.

Embassy officials say there are too many Germans in the Fatherland; that they must emigrate somewhere and that they have selected Central and South America and Asia Minor because they are understooded places in which immigrants undeveloped places in which immigrants may live without restrictions. As an in-dication that Germans in Brazil are not pressing their trade with the Fatherland, nention is called to an article published by a Hamburg journal regarding the outlook of Hamburg's export trade to Brazil. From 110,000,000 marks in 1895, the exports declined to 88,000,000 in 1895, and it is assumed that the official statistics will show a further decline in 1899. While Germany is not increasing her trade with Brazil, she is undoubtedly im-

proving that with Central America. Ger-many comes first in the Guatemalan trade and the United States second. Germany's place in this commerce is due on the one and to a regular steamship line connect ing Hamburg with Guatemalan ports, and on the other to the enormous sums which have been invested by German capitalists.

NEW CARS.

Increased O. R. & N. Equipment-Electric Headlight. rintendent O'Brien, of the O. R. &

Superintendent O'Brien, of the O. R. & N., gave out some interesting information yesterday regarding an increase in the company's equipment, 'the company some time ago placed orders with the Pullman Car Company for 10 additional coaches, three chair cars, two duning cars, two baggage cars and a mail car. The contract provided that these should be modern and up-to-date in every respect. The first ingaliment, consisting of four coaches, was received last Thursday, and will be at once placed in service. They are mounted upon six-wheel trucks. The rees, was received last Thursday, and will be at once placed in service. They are mounted upon six-wheel trucks. The remainder of the order will be delivered to the company within the next \$\frac{1}{2}\$ days. The company is keeping up with the line of improvement in other directions as well. It is now fitting up one of its huge passenger locomotives with an electric headlight. A dynamo, attached to the engine, will furnish the current. The locomotive will be placed in service the latter part of this week, and will form a complement to the company's new Chicomplement to the company's new Chi-cago-Portland Special. It will be run on the eastbound train from Portland to Umatilla. There it will be detached and coupled to the company's westbound train. The use of an electric headlight is not a new idea, but the O. R. & N. is the first company west of Omana to adopt the plan. It is practically a searchight, and illumines the track for a great distance ahead of a train.

Reilroad Notes.

Ress Cline, of San Francisco, Pacific Const passenger agent for the Wabash, was in the city yesterday.

The Northern Pacific freight department has made effective a new fariff on lumber, shingles, etc., from Portland, Tacoma and Scattle to Bradley, Exline and Momence, Ill. It reduces the rate to #0 cents and 30 cents, respectively, depending upon how shipments are grouped.

how shipments are grouped. F. E. Valentine, of Sacramento, com-mercial agent for the Santa Fe, is in the city. This is his first visit here in an of 2,000,000 feet, than any other firm on the Pacific Coast, if not in the world.

Lost Scalers Saved.

VICTORIA, B. C., May 16.—Mate Gallad will put on passenger trains.

MATCH BRAIN AND BRAWN

COLLEGE ATHLETES OF TWO STATES TO MEET AT SEATTLE.

University of Gregon vs. University of Washington in Debute and Field Events.

FUGENE, Or., May 14.—The University of Oregon track team, accompanied by the varsity debaters. Messrs, Jakway, Whittlesey and Goodall, Manager McArthur and Trainer Trine will leave next Thursday afternoon for Seattle. The debaters will meet the University of Washington men at the Seattle Theater Friday evening and the dual track meet will be held. ing, and the dual track meet will be held in the Y. M. C. A. Park Saturday after-

This premises to be the closest and most exciting athletic contest ever held in the Northwest, and it is the general opinion that not until the hast event has been pulled off will the question be decided. The University of Washinston men have won the state championship for three seasons and this year the term.

Goodal, Lewis, Russell and Angell one of the best relay teams ever seen in the Northwest ought to be picked, and the Oregon men are counting on this event.

All things considered, the meet ought to com-



Traveler: Do you know, Doctor, I never o on a trip without a bottle of Duffy's go on a trip without a bottle of Pure Malt Whiskey in my satchel.

Doctor: Young man, the best travelling companion for anyone is a bottle of DUFFY'S PURE MALT. It has of DUFFY'S PURE MALT. It has saved a great deal of suffering during the last forty years when people traveling have been taken with a chill or a sudden cold. You should never be without it. You can buy it at any druggist's or grocer's, or direct from Rochester, express prepaid, for \$1 a bottle. Be sure you get the gennine. Send for their tray hook it will tall you all about it.

Senate in Washington. Mrs. Glifry is quite a traveler, and, besides crossing the continent so many times overland, she has made the trip by way of Panama, men have won the state champlonship for three seasons, and this year the team is stronger than ever. Moreford, the 30-yard man, does his event in 2.04, while H. Hill can run a mile in 4:46. Thayer holds the state records for all three of the weight events, and Calkins, a freshman, does 13 feet 8 inches in the broad jump, and runs the 109-yard dash in 0:10 2-5. These are the University of Washington's best men, but there are a dozen others that can be depended upon to win points.

The Oregon men are not confident that dozen others that can be depended upon to win points.

The Oregon men are not confident that their representatives will be victorious, but figure on a very close score. They think that Smith will capture the shot-put and hammer-throw. Goodall the half-mile, and Russell the 60-yard run. They believe that Bishop will make Caikins run his hear out in the 16x-yard will Red. his heart out in the 103-yard, while Red-mond and Bishop, both University of Ore-gon men, will fight for honors in the 229-yard dash.

From such men as Redmond, Bishop,

a law before the short session of Congress

Oregon men are counting on this event. All things considered the meet ought to be a most interesting one.

Trainer W. O. Trine today selected the following men to represent the University of Oregon in the interstate field meet next Saturday: R. S. Smith, weight-thrower and all-around man; Duke Knox, jumper and vaulter: Fred Lewis, sprinter and jumper; C. M. Bishop and C. A. Redmond, sprinters; J. O. Russell and H. D. Angell, middle-distance runners: Clyde Payne, mile runner; Charles E. Wagner, weight-thrower; Thomas Williams, hurdler. George O. Goodail, one of the University of Oregon debaters, will be in Seattle for the dahater of Painters.

versity of Oregon debaters, will be in Seattle for the debate of Priday evening, and will enter the weight evenis and distance runs Saturday. University of Oregon will be represented by three men to gon will be represented by three men to go we will be represented by three men to g Seattle for the debate of Friday evening, and will enter the weight events and distance runs Saturday. University of Oregon will be represented by three men in each event except the hurdles and sprints, in which only two men will start for Oregon.

Oregon Travelers.

WASHINGTON, May 18.—Mr. and Mrs. H. H. Glifry, of Oregon, have crossed the continent 18 times in the 19 years that Mr. Glifry has been connected with the D. Mansfield, General Agent.

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