GOLDEN AGES OF LITERATURE

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THE OREGONIAN'S HOME STUDY CIRCLE: DIRECTED BY PROF. SEYMOUR EATON

XXIV.—THE AGE OF TENNYSON AND BROWNING.

BY VIDA D. SCUDDER.

The age of Tennyson and Browning is practically the Victorian age of English literature. To name a period from a sovereign may seem arbitrary and foolish, but it is often convenient, and in this case it has really some significance. The work of Tennyson and Browning begins only a few years before the accession of the Queen, and its whole sweep and power is included within the 50 years from 1840 to 1890.

The Victorian period, however, is quite distinct in character from the period that went before; separated from it by a complete change in spirit and the emergence of a new set of controlling ideas. From the time of the French Revolution, at the end of the 18th century, to the deaths of Keats, Shelley and Byron, which happened between 1820 and 1825, English poetry had soared and sung like Shelley's skylark—in the free heaven of idealism. Prose had been vigorous during these great 30 years, but quite subordinate to poetry. The day was to the dreamer of dreams, and seer of visions—and what visions they were that Shelley and Keats beheld!

When the music of these wonderful singers had ceased there followed a short lull in which nothing of great interest was written; then in the decade between 1830 and 1840, literature rose again. Carlyle, Newman, Thackeray and Dickens, as well as Tennyson and Browning, all made their first appearance before the English public in these 10 years. Literature thus rose in a twofold glory, of poetry and prose—and indeed, of the two, prose—fiction and essay—is perhaps the more significant art-form of the modern world. It has at least advanced through modern times step by step with poetry, and has reached an amplitude and expressiveness never known before. The life of modern poetry is vigorous and notable, but it does not shine, with a radiance that almost obliterates all else, as it did in the days of Spencer and Shakespeare, or in the days of Wordsworth and Shelley. The great names of the Victorian period, leaving out the novelists, are Carlyle, Newman, Ruskin, quite as much as Tennyson and Browning, and Clough and Rossetti; they are also names of men equally at home in either form of expression, like Matthew Arnold and William Morris.

But is it a cause for gratitude that we should have had a great poetry at all in the Victorian period. For poetry belongs to the ages of faith and enthusiasm, and ours has seemed to many people an age of doubt and cautious experiment. Poetry rings the clarion note of joy in life, and too often it has seemed as if pessimism and weariness were invading the modern world. Poetry is nourished by the unseen forces of emotion and aspiration, and our practical age has been eager above all in the discovery and application of the mechanical forces of physical nature. Science, rather than imagination has ruled the day. And yet we have needed poets, and they have arisen—no one poet, perhaps, like Milton in the 17th century, or Dante in the 14th, but real and great poets who will not die. Surely this means that humanity has not become less sensitive to the spiritual universe as control over the forces of the physical universe widens and deepens.

Tennyson and Browning are doubtless the greatest poets of the Victorian era. They began to write first; they kept on longest; their work had more volume, more variety in its beauty, more expressiveness, than that of any other men. Their first books struck quite new notes. Can we say that now of any one among the young poets who are asking our attention year by year?

Tennyson's first volume came out in 1833. The poems in it bore the mark of youth, but already they showed that fairy fineness of ear which was to characterize him to the end. Several of them expressed the mood of inward brooding which has so belonged to our century. In all, the poet reached that final test of a poet's genuineness—a melody wholly individual. In the same year appeared Browning's "Pauline," and it was an achievement yet more significant, for it handled a new method and achieved a new end—the close self-revelation of character through the dramatic monologue. From this time the two great poets continued to produce for upward of 50 years. So far as art forms went, their development was in curious contrast. Browning began with drama; soon discarded it as a formal, artistic method, passed through a brilliant series of dramatic monologues to that unique epic which marks the high water of his achievement, "The Ring and the Book"; then, during his later years, produced a number of narrative poems, more or less ironic in character; while his old age was finally marked by a revival of lyrical passion and power. Tennyson's development almost reversed this order. He, too, attempted the drama, but late in life and without striking success. His early years were given to lyric and narrative, and his work culminated in that profound revelation of the sufferings and aspirations of his own spirit, his "In Memoriam." Despite the divers experiments made by each, we may safely say that the genius of Browning was primarily and permanently dramatic, for even his lyrics and narratives are suffused by dramatic instincts, while the work of Tennyson just as clearly is lyrical in its inmost impulse.

While the great masters wrote, other poets rose and fell. Between 1850 and 1860 appeared those thoughtful poets of the inner life, Matthew Arnold and Arthur Hugh Clough. They represent the mood of a period deeply affected by the tractarian movement and by the widespread religious unrest that was affecting the nation. Dissatisfied with the vague, if high spiritual pantheism of Wordsworth and Shelley, powerfully drawn toward Christianity, yet unable either to accept or reject it, these poets sang in a piercing elegiac strain the sorrows, the consolations, the resolutions of the inner life.

"The sea of faith
Was once, too, at the full, and round earth's shore
Lay like the folds of a bright birdle curled;
But now I only hear
Its melancholy, long, withdrawing roar,
Retreating, to the breath
Of the night wind, down the vast edges drear
And naked shingles of the world."

So wrote Arnold, with mournful eloquence and polished art, in his "Dover Beach," and Clough echoed the plaint in lines pulsing with perhaps more entirely sincere passion, if less perfectly and felicitously phrased:

"Eat, drink and die, for we are souls bereaved;
Of all the creatures under heaven's high cope
We are most hopeless who had once most hope,
And most heedless who had once believed."

They arose, these poets of the desires and regrets of the spirit; but their day was not long, though they left verse that for certain thoughtful, wistful people will never lose its power. Clough died in 1861; a little later and Arnold had turned away from poetry, singing as his swan song his beautiful "Thyrsis," an elegy on his friend, and had devoted himself to his illuminating work as a critic in prose. Tennyson and Browning had been before the public for 15 years when these poets began to write; their poetic expression continued for nearly 30 years longer.

About the time when Arnold and Clough fell on silence there made itself heard in our poetic literature a new cry—the cry for beauty. Evolutionary science, with its passion for investigation; the democracy, with its enthusiasm for averages, were in full swing; but there arose a protest not to be subdued, a protest that asserted as the rightful attitude wonder rather than investigation, and devoted itself to the quest of the rare, the strange, the lovely, rather than to the analysis of the commonplace. The prose writings of Ruskin, widely read since the early '40s, had done much to stimulate this mood; much, too, has been done by the Pre-Raphaelite movement in painting; most of all, perhaps, was due to the strong, inevitable reaction from the ugliness and vulgarity, which, since the introduction of machine manufacture, has been submerging England. Rossetti, Morris, Swinburne were the three poets who dedicated themselves to this movement for the revival of beauty—knights of the romantic temper we well might call them. Two of them, Rossetti and Morris, expressed their feeling through visible art as well as through verse, Rossetti through strange, troubling pictures, Morris through varied delightful experiments in the decorative arts. The lovely poems of all three, charged as they were with color and passion, formed a welcome interlude, indeed, in our age of prose. Yet they were exotics rather than natural growths. Such poems as Rossetti's "Rose Mary," Swinburne's "Atlanta in Calydon," or Morris' "Earthly Paradise" could express only a few of the manifold cravings of modern life, and these not probably the most significant. This school, too, soon waned. By 1890 Rossetti wrote no more; Morris was turned socialist, and no longer "the idle dreamer of an empty day," but a vigorous, practical reformer, was trying to recreate this actual world in an image of beauty. Swinburne, indeed, still lives, yet it is fair to say that, after comparative youth, he found no new note to strike; his poetry simply repeated a familiar music, and since he was poet rather by virtue of melody than of noble thought or passion, his day of real power was brief.

ALFRED TENNYSON.

Still, side by side, the two stronger spirits held on their way. Novelists, essayists, as well as poets, appeared and vanished. Ruskin and Arnold replaced Carlyle and Newman as leaders, and their power in turn was in the late '80s passing to its decline. It was not till 1889 that Browning died; in 1892 Tennyson's spirit "crossed the bar" of Time. Within the last 10 years only have we been able to look at their work as a whole, to discern, compare and judge at last their power and their message.

Note—This study will be concluded tomorrow.

SOME HISTORIC CORNERS.

Famous Failures Recalled by the Price-McCormick Crash.

New York Press.

Inasmuch as the failure of Price, McCormick & Co. involves a large amount of paper profits and paper losses, the general market remains undisturbed. The suspension of the firm was discounted weeks ago. All occurrences in Wall street are discounted before the general public gets the slightest inkling of them, therefore Wall street is never surprised, while the public is ever amazed. Three of the general partners in this house are men of ordinary means. One is a millionaire. The special partner, Mr. George Crocker, is said to have a fortune of $5,000,000 or $6,000,000, but his liability is limited to the $500,000 which he subscribed in cash on the 28th day of last November.

The magnitude of our moneyed interests and the stability of our financial system are well illustrated by the indifference with which a failure for $12,000,000 is viewed in the street. Ten years ago the theft of Mr. Russell Sage's loan tickets precipitated the suspension of Messrs. Decker, Howell & Co., one of the larger firms in this city, for $11,000,000. Through the efficient offices of Mr. William Nelson Cromwell the creditors of this firm were paid in full, and the lawyer was handsomely rewarded in money and plate. It is noteworthy that this gentleman has been engaged to straighten out the affairs of Price, McCormick & Co.

Corners in grain and stocks are dangerous things to toy with. Mr. "Deacon" White had experience of that on more than one occasion. His greatest burden was corn. Young Mr. Joseph Leiter's experience came later, and was more disastrous. His attempt in wheat cost his father numerous millions. Still later came the corner in Tennessee Coal & Iron, which, however, proved unprofitable only to the commembers of the pool. Two healthy corners collapsed in 1887—the cotton corner and the Chicago corner in wheat, the latter causing the failure of the Fidelity National Bank of Cincinnati. In 1880-81 Mr. James B. Keene undertook, in connection with large operators in this city and Chicago, to corner wheat, but his allies failed to sustain him, and his losses involved him in financial wreck, wiping out an interest in railroad stocks that would have cleared a profit of from $7,000,000 to $10,000,000.

Mr. Jay Gould's attempt to corner gold in 1869 caused the panic of "Black Friday," which carried down thousands of firms throughout the country. The price of the precious metal was forced up to 163½; then the Government stepped in, became a seller and saved what was left of the day.

It was the corner in Pacific Mail that ruined Mr. Lawrence Jerome, who invested his last dollar in it under the belief that the stock would go to 1000. It fell to 2, while he was touring Italy and carried away his fortune. The Harlem Railroad corner at the beginning of the war ruined many. The shares were forced up to 285. There recently died in this city a man who undertook many years ago to corner the Virginia peanut crop. He met with disaster and remained a poor privilege trader on the curb till the day of his death.

With a little more help it is possible that Mr. Price could have cornered the cotton crop of the universe. But help of the right sort is always lacking at the critical moment. No one man or firm can operate a successful corner while there are hundreds and thousands of able bears "gunning" for him or it. And there were many "gunning" for Price, the boldest cotton plunger of the day.

Indecent Exaggeration.

Denver Republican.

Our army officers are proverbially honest and capable, and nobody has yet been able to say that any of those stationed in any part of Cuba, or any other new island dependencies, have misappropriated any of the money intrusted to them, and there is no reason to fear that they will do so in the future.

The few civilian appointees in Havana who have betrayed their trust will soon be brought to trial for their offenses, and if they are found guilty of crimes or misdemeanors, will be promptly and properly punished.

It is a burning shame that unmerited reproach should be cast upon the honest majority because a few men have gone wrong, but the yellow journals care nothing about the injustice they practice if they think they can make a point in politics by denouncing a whole class for the faults of a few individuals.

Horse or Beef.

Diary of Dr. Olive.* Ashe.

The first day horse was served out at

John Ruskin.

TENNYSON'S BIRTHPLACE.

Kimberley, some of it was cooked for the officers' mess at the mounted camp. At the table Peakman said: "Gentlemen, I am sorry to say that we were unable to get all our ration in beef today, and had to take part of it in horseflesh. This which I am carving is beef; the horse is at the other end, and any one who prefers it can help himself. Nobody did prefer it, and so they all ate beef and made a good dinner. When they had finished, Peakman suddenly exclaimed: "By Jove! gentlemen, I find I have made a mistake in the joints; this is the horseflesh, and the other is beef." It was just a dodge of his to get them started on the horseflesh.

BUT FEW SHIPS ARE DUE

SMALL FLEET BETWEEN NOW AND END OF SEASON.

Marechal Villiers Has Been Over Three Hundred Days on the Way —In Port Fleet.

The list of ships that can be regarded as due before the end of the present cereal year has dwindled down to three or four vessels, and while a few more may come along ahead of time from ports from which they have not been reported, a half dozen ships will be all that can be counted on under any circumstances. Of these the Mabel Rickmers is fully due from Hilogo, having left that port 31 days ago. The Deccan from Hamburg, and the Pentheslica, from London, are both out 112 days, and the Fifeshire is out 104 days from Antwerp. The Marechal Villiers, which left St. Nazaire, France, for Portland 301 days ago, is now out 73 days from Montevideo, and should complete her voyage before the end of the present month. The Frankistan sailed from Nagasaki May 16, and is due in about 10 days. There are three ships supposed to be comparatively close at hand, the departure of which has not been announced. They are the Rigel, which arrived at Nagasaki April 17, the Harlech Castle, which arrived at Honolulu May 2, and the Australia, which reached the same port 10 days later.

BIG CARGO OF RAILS.

British Steamer Carries Nearly 9000 Tons From Baltimore.

The largest cargo of steel rails ever shipped from an American port has just gone on the big British steamer Samoa from Baltimore for Vladivostock. It comprises 9634 tons, consisting of 25,992 rails, valued at $161,350. Each rail weighs more than 700 pounds, and in addition the ship takes 856 tons of coal, 125 tons of fresh water, and many tons of provisions. In stowing the cargo, there were used 128,000 feet of lumber, 8000 wooden wedges, 17 cords of wood, and 900 pounds of nails. The ship's draft was 24 feet at sailing. The first cargo of rails from this country for Denmark will go from Baltimore on the British steamer Cromarty.

Grain Fleet Working.

The British bark Lydgate will not finish loading before tomorrow. The vessel is built in compartments, and it requires more time to load her than it does to load the ordinary "tank" which carries grain round the Horn. The Pinmore has finished discharging ballast, and will be loaded as rapidly as possible. The East African has shifted over to the east side of the river, and while she is still in charge of the United States Marshal, there will be no delay in loading her. If the case is not settled by the time she is ready for sea, bonds will be given, and she will proceed, leaving the lawyers to fight it out afterwards. Most of the other ships are working ballast or wheat, and nearly all of them will get out of the river before the end of the month.

Fate of the Bismark.

The old steamer Bismark, which was always in trouble as long as she run on the Columbia and Willamette, seems to have met with a fitting end at Coquille City. The Bulletin says: "The old sternwheeler Bismark is sunk in the river across from town. It is not known whether an attempt will be made to do anything with her or not. She has been laying at town for a long time past, and just naturally got tired of staying on top. A short time before we went to press (Thursday) she broke in two. Therefore the hull will be worthless. Nothing has yet been done towards removing the machinery."

New Coquille River Boat.

The Pastime, a light draft, stern-wheel gasoline steamer, was launched on the Coquille last week. She is now receiving her machinery. The boat will ply between Myrtle Point and Norway.

Domestic and Foreign Ports.

ASTORIA, June 5.—Arrived—Steamer W. H. Harrison, from Tillamook. Condition of the bar at 5 P. M. moderate, wind northwest, weather cloudy.

San Francisco, June 5.—Arrived steamer Arcata from Coos Bay. Sailed—Schooner Laura May, schooner Occidental from Gray's Harbor.

Hoquiam, Wash., June 4.—Sailed June 5—Schooner La Gironde from Hoquiam for San Francisco, schooner Esther Buhme from Aberdeen for San Francisco, schooner C. R. Wilson from Aberdeen for San Francisco, schooner William Witseman from Aberdeen for Honolulu, schooner Expansion from Aberdeen for Guaymas.

Seattle—Sailed June 4—Japanese steamer Kinshiu Maru for Hong Kong. Steamer City of Topeka for Skagway.

Dublin—Arrived June 2—British bark Cambrian Warrior from Oregon.

Hamburg—Sailed May 16—Ship Astracant for Oregon.

Limerick—Arrived June6—,

Limerick, June 4—Arrived—British ship Edenballymore, from Portland.

New York, June 5.—Arrived—Koenigen Louise, from Bremen. Sailed—Auric, for Liverpool; Kaiser Wilhelm der Grosse, for Bremen, via Cherbourg and Southampton; Belgravia, for Hamburg, via Cherbourg.

Glasgow—Sailed June 4—Siberian, for Philadelphia.

Plymouth, June 5.—Sailed — Patricia, from Hamburg, for New York.

Yokohama, June 5.—Arrived.— Coptic, from San Francisco, via Honolulu, for Hong Kong.

Liverpool, June 5.—Arrived—Minneapolis, from New York.

San Francisco, June 5.—Arrived—Bark Levi G. Burgess, from Tacoma. Sailed —Steamer Walla Walla, for Victoria; steamer Universe, for Chemainus.

LAST MARCH OPPOSED.

Roberts Saw Hard Fighting Before He Reached Pretoria.

LONDON, June 5.—The War Office this morning issued the following dispatch received from Lord Roberts:

"Six Miles Spruit, 8:30 P. M., June 4.—We started this morning at daybreak, and marched about 10 miles to Six Miles Spruit, both banks of which were occupied by the enemy. Henry's and Ross' mounted Infantry, with the West Somerset, Dorset, Bedford and Sussex companies of Yeomanry, quickly dislodged them from the south bank and pursued them nearly a mile, when they found themselves under a heavy fire from guns which the Boers had placed in a well-concealed commanding position.

"Our heavy guns of the naval and heavy artillery, which had purposely been in the front part of the column, were hurried to the assistance of the mounted infantry as fast as oxen and mules could travel over the great rolling hills surrounding Pretoria. The guns were supported by Stevenson's brigade of Pole-Carew's division, and after a few rounds drove the enemy from their positions.

"The Boers then attempted to turn our left flank, in which they were again foiled by the mounted infantry and yeomanry, supported by Maxwell's brigade of Tucker's division. As, however, they still kept pressing our left rear, I sent word to Ian Hamilton, who was advancing three miles to our left, to incline toward us and fill up the gap between the two columns. This finally checked the enemy, who were driven back toward Pretoria. I hoped we would have been able to follow them up, but the days now are very short in this part of the world; and, after nearly two hours' marching and fighting, we had to bivouac on the ground gained during the day.

"The Guards' brigade is quite near the southernmost fort by which Pretoria is defended, and less than four miles from the town. French, with the Third and Fourth cavalry brigades, and Hutton's New South Wales Mounted Rifles, are north of Pretoria. Broadwood's brigade is between Hamilton's and French's columns, and Gordon is watching the right flank of the main force not far from the railway bridge at Irene Station, which was destroyed by the enemy. Our casualties, I hope, are very few."

Throughout the length and breadth of the country the news of the fall of Pretoria spread like wildfire. Based on the recollection that in recent European wars, the occupation of the enemy's capital signified the end of hostilities, Roberts' telegram to the War Office was taken universally to mean the practical finish of the war which has tried Great Britain's military resources as they never were tried before.

In London the Mansion House and the War Office almost instantaneously became the centers for jubilant throngs. Flags appeared as if by magic, and the traffic had to be diverted through other streets. Hatless and coatless men and boys ran through the city alleys to see for themselves the bulletins announcing the good news, and staying to join in the thunder of cheers or add their voices to the joyful singing "God Save the Queen."

Hats hoisted from thousands of heads were waved in exultant hands. Old men on top of omnibuses and Aldermen from the windows of the Mansion House encouraged the crowds to still greater efforts. The premature report of the fall of the Boers' stronghold did not seem to have taken the edge off the day's celebration.

Roberts' Six Miles Spruit dispatch was hastily printed by the "Extras" before the Union Jack of the War Office was hauled up the flagstaff and the brief message was passed from mouth to mouth. "Pretoria is occupied." Those who had had a chance to read Roberts' account of the resistance encountered yesterday were at the moment commenting on the probability of a fierce fight before the city was occupied, and were wondering at the Boers' capabilities to make such a determined stand when Pretoria was hemmed in on all sides.

The presence of General French north of the Boer capital came as a surprise and explained the Commander-in-Chief's retriever dispatch anent the position of the energetic cavalry leader. It was evident that Roberts had delayed attacking until all his column was ready to cooperate, but even when Roberts wired last night that this was accomplished, there seemed a possibility of some fighting, so when the next dispatch was given out it came as a surprise.

The latest dispatches from a representative of the Associated Press at Pretoria, dated June 3, quoted General Botha as saying:

"So long as we can count on our thousands of willing men, we must not dream of retreat or throwing away our independence."

General Botha, it is added, annulled the regulations appointing a special committee to preserve order, substituting military control for that of the committee. General Lucas Meyer, addressing the burghers on the square, urged them to all stand fast. Thus, though their efforts were futile, it is evident a few faithful Boer Generals worked desperately to resist the overwhelming force of Roberts' army.

The War Office has information that one of the first things done by Roberts after the occupation of Pretoria was to direct General French to relieve the British prisoners confined at Waterval.

AT THE HOTELS.

THE PORTLAND.

W H Call, San Fran
A W Byron, N Y
J Joseph, San Fran
C A Smith, Minnpls
Fred A Kribs, Minnpls
S Steinberg, San Fran
Frank E Lamb, San Fr
D Cortmer, St Joseph
F L Lack & w, Oak Cy
C J Riley, Chicago
G T Leonard, Omega, N Y
Chas D Nixon, do
F R Miller, Baker Cy
Ed Lezensky, San Fr
C E Mallesan, Minnpls
Mark Schmid, Pittsbrg
Wm Schmid, Pittsburg
A C Denison, Gr Rpds
Louis Gerlinger, Jr, Vancouver
F Strong, Eugene
D Y Glider, San Fran
C C Dalton, Ilwaco
J E Davis, wf & dtr, Butte
L P Michelson, N Y
Robt W Kiewert, Milwaukee
C H Thompson, Spokn
A H Scott & w, Phila
W J Murphy, Chicago
J A Fairchild, San Fr
L E Rowan, Los Angls
J G Walker, Chicago
J H Blackman, St L
C C McDonald, San Fr
Harold Lyford, N Y
H R Alpman, San Fr
Morris Ansele, London, Eng
S Sharpely, Providence
J H Lindsey, M D, Fall River
L R Sheridan, Rossbrg
Isabel Irving, N Y
Ida Conquest, N Y
John Drew, N Y
F B Thayer, St Paul
A A Brodeck, Everett
D J Norton, N Y
W S Stitt, Chicago
Wm A Alexander, San Jose, Cal
Nelson Bennett, Tacma
A J Minard, Chicago
T M Munger, San Fran
B B Broomell, Tacoma

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D M Carmichael, S F
E M Protzman, city
L A Loomis, Ilwaco
W E Thompson, Farmington, Wash
Mrs S R Reeves, Medford, Or
Mrs John F White, do
W H Byers, Salem
J Rex, Salem
Ray Stout, Mehama
Miss E Hughes, Yreka
Harry Harwood, N Y
Robt M Eberle, San F
Frank E Lamb, N Y
Miss Georgie Mendum, N Y
A C Vaught, city
Mrs A C Vaught, city
Mrs I M Day, St Johns
H M Smith, Baker Cy
H S McGowan, Astoria
E Palmberg, Duluth
Stuart Armour, Spokn
Geo K Dean, Spokane
M Alderson, Newberg
E F Boynton, St Paul
A S Pick, Seattle
Louise Gorman, Yaquina, Or
T J Martin, McMinnvi
R B Wilcox, Forst Grv
A V Kelliher, do
Mrs W Bolton, Antelope, Or
Vivian Bolton, do
Mrs W L Hinkle, do
Mrs Arthur Powne, do
J A Best, M D, Weston
Mrs J A Best, Weston
Mrs Hildreth, Weston
S J La France, Hood R
P D Gilbert, Albany
J W Raymond, Oakesdale, Wash
G L Hawkins, Indp
Mrs Hawkins, do
Herman Hawkins, do
Mrs J W Howard, do
A N Sites, do
M S Woodcock, Corvallis, Or
Mrs S T Linklater, Hillsboro, Or
Miss Warren, do
Mrs J G Muckle, St Helens, Or
G O Nolan, Tillamook
E C Bronson, Milwaukee, Wis
W R Hunt, San Fran
R C Geer, Honolulu
Mrs M A Blundell, Wadsworth, Nev
Mrs M Doud, do
W J Guy, Lebanon, Or
Mrs Guy, Lebanon, Or
Mrs L J Cochran, Hood River, Or
Mae Roe, Hood River
E A Bennett, La Centr
Dr A G Smith, Chehalis
J E Trulz, Aumsville
C O Ashley, New York
E W Forests, Kan City
Louise Carter, "Quo Vadis?" Co
R R Myers, Albany
Emma E Lorenz, Coquille, Or
N Lorenz, Coquille, Or
John C Bins, Dalles
Mrs E Hartman, Tacma
W H B Anderson, Vancouver, Wash
Mrs W H B Anderson, Vancouver, Wash
W T Snyder, Seattle
S A Madge, Olympia
W G Roberts, Tacoma
J B Hogg, Townsend
Mrs James, Castle Rk
Master James, do
R B Bryan, Aberdeen
E C Bellows, Vancvr
J R Cateman, Juneau
W D McClellan, Butte
Mrs W D McClellan, do
Geo E Ronney, Salt Lk
H C Reinhart, Summerville, Or
C E Moulton, Tacoma
E C Smith, city
Mrs O'Donnell, Vancvr
Miss M Dunigan, do
J S Broady, Texas
Mrs Ray E Watts, Goble
Miss Parkhals, Astoria
Mrs Tillie Kittsler, do
M F Hardesty, Astoria
Thos Linville, Astoria

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C. W. Knowles, Manager.

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Frang A Moore, W W
S Ferry McKean, Jr, Astoria
D Goodman, Frisco
J Peterson, San Fran
C R Snead, Bialock
H Harkins, Seattle
Mrs C F Clarkson, Lakeview
Maynard Bixby, Salt L
Mrs M S Meyers, Dalles
Jos Pratt, Prairie City
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Mrs Mary Hubers, Summerville
Chas Aug, Elgin
Ella Proctor, Elgin
Mrs Mabel Settlemier, Woodburn
Mrs C M Cook, San Fr
R S Pierce, Spokane
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S Schmidt, Astoria
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Charlie Lang, Silvertn
Mrs O F McAllister, The Dalles
Mrs J B Crossen, do
F F Spaulding, LrGrnd
Mrs F F Spaulding, do
Mrs A P Harth, Grant's Pass
Mrs Harth, do
Mrs M M Davis, Corvallis
J P McMinn, Corvallis
E B McElroy, Eugene
Mrs R J Hawthorne, do
H G McKinley, LaCross
J A Veness, Winlock
A M Baker, New York
Sam J Gorman, Chicago
C E Baldwin, San Fr
W P Bird, St Paul
C E Vilas, Seattle
G E Sylvester, Seattle
Mrs Sylvester, Seattle
W L Joran, Tacoma
Mrs Joran, Tacoma
T J Donovan, St Paul
L J Pritchett, St Louis
Albert Dunbar, Astoria
Mrs J E Moore, Long Beach
B S Snow, Seaside
Mrs Snow, Seaside

Hotel Brunswick, Seattle.

European; first class. Rates, 75c and up. One block from depot. Restaurant next door.

Tacoma Hotel, Tacoma.

Strictly first-class; newly furnished throughout; tourist headquarters.

Heard the News Calmly.

CHICAGO, June 5.—The Boer delegates arrived here this morning, and were immediately taken in charge by a reception committee, headed by Mayor Harrison, and conducted to the Auditorium Hotel. The delegates received the news of the fall of Pretoria calmly, Mr. Fischer remarking: "The news does not come as a surprise. The fighting will continue." Mr. Wessels said that the fall of the Transvaal capital meant there would no longer be organized resistance on a large scale to Lord Roberts, but from now on, the burghers would pursue guerrilla tactics.

Hartford Goes to Europe.

NEW YORK, June 5.—A special to the Tribune from Washington, says:

The frigate Hartford, which has just made the straight-away voyage from San Francisco to Newport News, is to be ordered to Europe to complete the education of her crew, who shipped from the Pacific Coast as landsmen under a four years' enlistment. Their cruise around Cape Horn gave them something more than a rudimentary knowledge of maritime life and after the run across the Atlantic they will probably be fit for regular warship duty.

When the Hartford reaches the French Coast next month, she will be the flagship of a squadron of training ships in European waters larger than ever before assembled abroad by the United States. The others will be the Dixie, now on her way to the Mediterranean from Manila; the Buffalo, the Essex and the Lancaster.

Freight Rate Demoralization.

NEW YORK, June 5.—The Times says:

"General Eastern freight agents of lines west of Chicago, who have heretofore refused to accept business at cut rates, went through the wholesale district yesterday and solicited business of every kind at the lowest rates they could make to suit the shippers, without regard to the presidents' agreement. The offers of these agents constitute the first open violation of the presidents' agreement in this city. When it became known that some of the Western lines had offered to take business at reduced rates, the result was that all the other lines took the same step, and the complete demoralization of rates on west-bound business originating in Eastern territory is now an assured fact."

TRUTHS EASILY DIGESTED.

Concerning a Method of Curing Dyspepsia and Stomach Troubles.

Dyspepsia and indigestion are considered incurable by many people who do not realize the advance made in modern medical science, and because by the old methods and remedies a cure was rarely, if ever, obtained.

Dyspepsia is now cured as readily as any other disease.

What the dyspeptic wants is abundant nutrition, which means plenty of good, wholesome, well-cooked food and something to assist the weak stomach to digest it. This is exactly the purpose for which Stuart's Dyspepsia Tablets are adapted, and this is the method by which they cure the worst cases of Dyspepsia; in other words, the patient eats plenty of wholesome food, and Stuart's Dyspepsia Tablets digest it for him. In this way the system is nourished and the overworked stomach rested, because the tablets will digest the food whether the stomach works or not. One of these tablets will digest 3000 grains of meat or eggs.

Your druggist will tell you that Stuart's Dyspepsia Tablets is a remedy sold on its merits, and is the purest, safest and cheapest remedy sold for stomach troubles, and every trial makes one more friend for this excellent preparation.

No More Dread of the Dental Chair

TEETH EXTRACTED AND FILLED ABSOLUTELY WITHOUT PAIN, by our late scientific method applied to the gums. No sleep-producing agents or cocaine.

These are the only dental parlors in Portland having PATENTED APPLIANCES and ingredients to extract, fill and apply gold crowns and porcelain crowns undetectable from natural teeth, and warranted for 10 years, WITHOUT THE LEAST PAIN. Full set of teeth, $5, a perfect fit guaranteed or no pay. Gold crowns, $5. Gold fillings, $1. Silver fillings, 50c. All work done by GRADUATE DENTISTS of from 12 to 20 years' experience, and each department in charge of a specialist. Give us a call, and you will find us to do exactly as we advertise. We will tell you in advance exactly what your work will cost by a FREE EXAMINATION.

SET TEETH	$5.00
GOLD CROWNS	$5.00
GOLD FILLINGS	$1.00
SILVER FILLINGS	.50

New York Dental Parlors

Fourth and Morrison Sts., Portland

HOURS, 8 TO 8; SUNDAYS, 10 TO 4.

Branch Office, 723 Market st., San Francisco.

Food is Repulsive

to the stomach that is irritated and sensitive. Nervous disorders of the brain irritate the stomach nerves making it weak and easily deranged. That's why so many people who suffer from headache have weak stomachs. All nervous troubles, whether of the brain, stomach or heart yield most readily to

Dr. Miles' Nervine.

"Starting from a small spot in my brain the pain would steadily increase until it seemed that my head would split open. I would be deathly sick at the stomach, would vomit terribly and many times have gone from 24 to 36 hours without food or drink. After suffering from these spells for 13 years was completely cured by six bottles of Dr. Miles' Nervine." MRS. J. M. WHITE, Williamston, Mich.

At Drug Stores.

The World's Medicine.

BEECHAM'S PILLS

For all Bilious and Nervous Disorders; Sick Headache, Constipation, Weak Stomach, Impaired Digestion, Disordered Liver, and Impure Blood.

Annual sale over 6,000,000 boxes. 10 cents and 25 cents at drug stores.

Beecham's Pills have the largest sale of any Proprietary Medicine in the world. This has been achieved without the publication of testimonials.

FALLING HAIR STOPPED.

Baldness Cured by Destroying the Parasite Germ That Causes It.

Baldness follows falling hair, falling hair follows dandruff; and dandruff is the result of a germ digging its way into the scalp at the root of the hair, where it saps the vitality of the hair. To destroy that germ is to prevent as well as to cure dandruff, falling hair, and, lastly, baldness. There is only one preparation known to do that, Newbro's Herpicide, an entirely new, scientific discovery. Wherever it has been tried it has proven wonderfully successful. It can't be otherwise, because it utterly destroys the dandruff germ. "You destroy the cause, you remove the effect."

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BANKERS' LIFE ASSOCIATION, OF DES MOINES, IA.; P. C. Austen, Manager	502-503
BEALS, EDWARD A., Forecast Official U. S. Weather Bureau	916
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BINSWANGER, DR. O. S., Phys. & Sur.	410-411
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BROWN, MYRA, M. D.	313-314
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