FIRST SIGHTS OF LONDON

VIVID IMPRESSIONS OF A PORTLAND ENTHUSIAST.

The Omnibuses and the Trains—Houses of Parliament—Globe Theater—Booksellers' Row, Etc.

LONDON, June 25.—Whoever says that London is a "city of smoke, fog and narrow streets" is either a dyspeptic or an ossified foghorn; at any rate, you can class him as an individual who carries a lump in the place where his soul ought to be. To a stranger setting foot for the first time on English soil the impression is indescribably lovely. Never shall I forget my sensations as, speeding along on the London & Northwestern Railway from Liverpool to London, my eye first lit upon the park-like country, with its pretty green lanes and winding canals, its picturesque homes and their queer little chimneys and coverings of ivy. In that first glance my heart went out to England, and I felt like repeating the poet's word, "Here let me live and die." Four and a half hours of rapture, and our train steamed into Euston station, where our friend was waiting to take us on to Wimbledon. Our first experience on leaving the station was the novelty of climbing on top of an omnibus. I had heard much of the London omnibuses, but the reality was quite a different matter, after all. It is great fun! I do not remember ever having experienced anything like it, unless I except my first wheel ride. You are so high above the ground that the exhilarating sensation steals over you that all the world is yours, and should any one dare dispute the right with you, why, you are fairly in the mood to settle the question at swords' points. I cannot understand how people manage to look so indifferent. As for myself, I know my face resembled that of a Cheshire cat, with my mouth stretched from ear to ear. There is a saying here that "you can always tell a lady tourist by the bag suspended from her waist," which I presume accounts for the fact we became the cynosure of every passing eye.

Wimbledon, which we reached in 20 minutes from Victoria station, is a pretty little town of about 15,000 inhabitants. The houses all have such a neat, clean look, as though they had just stepped out of a bandbox, and the streets were almost spotless. That, by the way, is one of the greatest charms of London. One square which we passed is owned by a corporation. The blocks are exceedingly long, there being no cross streets to break the continuity, and it is all built up closely with about 1000 houses of straw-colored brick, all exactly alike and standing up against each other like little sentinels on guard, so that the effect is very like a toy village. We were fortunate in the timing of our arrival, as the celebrations for the victory in South Africa were still going on, and the decorations and illuminations gave the city a very festive air. We furthermore enjoyed the novelty of a genuine English carnival procession. The noise, the comical antics of the maskers, who dashed in and out among the spectators, pelting them with inflated balloons or tickling them with long feathers, the enthusiasm of the people, the magnificently decorated cars and the lively music of the bands made an inspiring scene. Contribution boxes for the war fund were passed out among the spectators by the maskers, and I noticed that everybody donated generously and gladly, while many jokes and squibs passed between them.

England takes this war very seriously. Indeed, it is as much as one's life is worth to even breathe one's sympathy for the Boers. One old man, who, during a procession, had the temerity to shout, "Long live Kruger," was seized immediately by a number of girls and thrown down in the middle of the street, where they proceeded to pound him with broom handles till he was glad enough to purchase his release with a lusty "God Save the Queen." You cannot insult a person worse here than to call him Kruger. They look upon their war as being identical with and fought in the same cause as our war with Spain, and cannot understand how any one can judge it differently.

London Full of Novelty.

London is so full of novelty and charm that one could go about for a year and not exhaust its treasure. What first strikes a stranger, particularly an American accustomed to cities built in angles, is the circling of the streets. They wind around and around in the most beautiful curves, and as you can never tell what you are coming to, your eye is surprised at every turn. The second novelty is the uniformity in the height of the buildings. No edifice is over three stories high, and when we contemplate the narrow streets it is easy to see the reason for it. These long lines are only broken by occasional steeples, towers and domes, which rise high above the houses and are thereby rendered very conspicuous from every part of the city. Fortunately, the electric and cable system has not been adopted here, so that the streets are free from the disfiguring car track and telegraph pole. In place of the former, thousands of omnibuses ply the city, and, as each one runs for only a short distance and they all vary in their destination, the confusion to a stranger may easier be imagined than described; particularly, as they are so plastered up with advertisements that by the time you have studied out the name of the 'bus, it is already past. These 'busses rarely stop for passengers to get on or off. You are expected to do this marvelous feat while it is in motion; besides, you must wait for an invitation from the conductor before you dare jump up, for if by chance the seats are all taken he shouts "all full," and you have to stand there and wait for the next one. I first thought of taking out an accident policy, but after a few days' practice in jumping up or down these spiral stairs I find that I can accomplish the feat, if not with grace, at least without danger to my bones.

Another marvel about London is the railway system. It makes the brain dizzy just to think of the number of trains that leave London daily. At one of the stations alone—Clapham Junction—1000 trains depart each day for various points, and when we consider that stations are placed at every few blocks in London, an idea might be formed of the aggregate number of trains. Then it is so funny chasing around these depots to find the "block" from which your train is to leave. You wind in and out, turn to right and then to left, up the stairs and down the stairs, passing ever so many numbered "blocks" on the way, till you come out upon your platform, dizzy with the excitement of the chase. Let no one say that the English people are slow. The way they rush along these intricate passages to get to their trains, never stopping till they are seated in one of the queer little coaches, would make the beads of perspiration start on the head of a Wall-street broker. No wonder the English are thin! But what confuses me the most is that you can never be sure what level you are traveling on. You may start out on an elevated line and find yourself below level by the time you descend from your coach. I tried to cipher out the system, but after a few hours of figuring my brain took on the likeness of a Ferris wheel, and I thought if I did not quit at once it would soon rival a railroad depot for twists and turns. No one thinks of walking in London. If it is only for a few blocks, you jump onto a passing 'bus, pay your fare (ranging all the way from 2 cents to 5 cents, according to distance), and jump off again.

They have a peculiar system of collecting fares on the trains. For instance, if a person should neglect to provide himself with a ticket before starting, he would have to pay the full fare of the entire route, no matter at what station he got on. An excursion party got on a train once at one of the way stations, and one of the gentlemen thought he had lost his ticket; so, not wishing to pay full fare, he crept under the seat. When the conductor came around to collect the fares, one of the men in the party, a jolly wag, handed him 11 tickets.

"Here are 11 tickets, but I only see 10 men," said the conductor. "Whom is the 11th one for?"

"It is for my friend under the seat," responded the wag. "He prefers traveling in that way."

While some of the trains shoot past like chained lightning, others again move so slowly that with many it has become a standing joke. In one of the coaches of the latter line, some one had put up a printed notice, "Passengers not permitted to pick flowers while the train is in motion." And there is a story about a man who, on his way to London from a suburb station, tied his dog on at the rear car. After an hour of two he descended from the car to see how the dog was getting along, and found he had disappeared. Concluding that the dog had broken loose and returned home, he went back into his coach. What was his surprise on arriving in London to find the dog standing at the depot waiting for him with the most disgusted look on his face!

Swarms of Policemen and Cabmen.

The city swarms with police and cabmen. At every corner, in every public building, you find the former on guard, standing like wooden images waiting for a command. In the Parliament buildings, which we visited the other day, there was one stationed at each entrance of the rooms. I had occasion to address them at times, and found that, as a rule, they are as woodeny in mind as in body. Whether they believe in the "blissfulness of ignorance," or whether they feel, with the Englishman in the play, that "it is too much trouble to do anything, deah boy," they never seem to think of increasing their slender stock of information. But they make up in affability what they lack in knowledge, and it is a positive pleasure to approach them, even if the desired information is not forthcoming.

I cannot conceive of anything grander in the way of architecture than these same Parliament buildings. My friends tease me considerably about my enthusiasm, saying that if I start out in that way at the very beginning of my trip, I'll land at the end in an insane asylum. We spent four hours wandering about from room to room with our guidebooks, studying the decorations till our eyes ached and our brains were dizzy, yet it was impossible to take in all the details. Such carvings and frescoes! Why, there wasn't a clear space anywhere for the eye to rest. And what makes it such a study is that every tiny decoration has a special meaning and design. Chief among these are the royal arms and emblems, the Queen's monogram and insignias of state, which run riot everywhere. Starting from the Victoria tower, we ascend the royal staircase at the left and enter the Norman porch, so called from its being intended to place therein statues of the Norman sovereigns. From there we pass through, in order, the Queen's robing-room, the royal gallery, the Prince's chamber, the House of Lords (said to be the finest specimen of Gothic architecture in Europe), the peers' lobby, the peers' robing-room, the peers' corridor through the central hall to the House of Commons, down to the crypt and Westminster Hall, and by the time you reach this you are ready to dissolve in doses of personal insignificance. We were rather amused on entering the Prince's chamber, where a magnificent statue of the Queen stood between two figures representing respectively Justice and Mercy, to see two ladies walk up, glance at it a moment, then turn to the policeman near and ask, "Whom does that represent?" Verily, some people go through the world blindfolded.

Drill of Volunteer Guards.

We had intended to go from there to Westminster Abbey, but for fear of bringing on intellectual indigestion we decided to vary the programme by introducing some lighter food, so we jumped on to a 'bus and drove to Hyde Park. Here we were just in time to see the inspection drill of the Volunteer Guards. There were six regiments on parade, consisting of infantry, cavalry and a bicycle corps. It was the first time we had seen soldiers on wheels, and the sight was both novel and attractive. The most striking uniforms were those of the London Irish, being all black, from head to toe, the cavalry riding black horses. The Queen's Westminsters were dressed in gray, with red stripes, and looked very attractive. There must have been several thousand men on the field. The sun was out, the walks were lined with pedestrians, children played in the grass, and just outside the gates hundreds of hansom cabs and private broughams, with their gaily dressed occupants, stood lined up in front of the parade ground. It was an inspiring scene. We stood there for two hours, then again boarded a 'bus, drove down Chancery Lane, saw the old Globe Theater, where Shakespeare spent so much of his time, and passed down Booksellers' Row, made immortal by Dickens. We stopped to examine some of these shops, and I marveled greatly how anyone could do business in these dingy little holes, where not a ray of light could penetrate save through the crack in the wall that served as a door. But I presume the majority of the books were kept on the outside, for they lined both sides of the narrow street. They looked awfully old and musty, as though they had lain untouched for ages, and the spell of antiquity came over me as I thought of the many now illustrious authors who used to haunt these shops in the days of their obscurity, happy if they could but buy some coveted book with their hard-earned savings.

Living is quite high here as compared with Portland. Most of the restaurants serve a la carte, the prices ranging from 2 to 5 cents higher a dish than with us, and by the time you add on the tariff for napkins (they call them serviettes here), bread and butter (each piece being charged for extra) and the waiter's fee, your meal comes to nearly double what you pay for the same at home. You need to be careful, too, to come on time, for in most restaurants you cannot get served at all after the hours fixed for meals. We happened to be late that night, and we chased from one restaurant to another for about an hour before we struck a place where they would give us something to eat, and then the food was so poor that we felt it to be an insult to the inner man to swallow it.

After this depressing experience we concluded that we needed a stimulant, so we strode off to the "Royal Varieties," one of the best music-halls of London. It was a stimulant, indeed! Decidedly Bohemian. The men drank and smoked, the women talked and laughed out loud, and everybody seemed to be having a right jolly time. What struck me as most amusing was the fact that whenever one of the actors struck up a familiar tune, all the men and women chimed in, singing with all the evident enjoyment of children out for a holiday. They were very enthusiastic in their applause, too, which, considering that they couldn't have heard very much of the performance above their own voices, was rather comical. I particularly enjoyed watching an old dame who sat near me (she must have been near 60 years old), whose interest in the performance was a strong contrast to her years, for her face beamed with joy, her head bobbed in time to the music, and her voice rang out as gayly as did that of her younger companions. It was a really clever performance, better than anything Portland has ever had in the line of varieties. There was a Japanese juggler, who for grace and beauty of movement exceeded anything of the kind ever seen, while some of the things he did were nothing short of marvelous. However, I am not going to describe the performance to you, for time presses and we are off to the Crystal Palace, where the great triennial Handel festival is being held.

SOPHIE REINHART.

In Darkest Africa.—First Chief—That's a dandy new war club you have. Second Chief—Isn't it a beaut? If I could soak some white man with that, his burden wouldn't bother him!—Puck.

QUIET DAY AT ASSEMBLY

CHAUTAUQUANS REST AND ATTEND DIVINE SERVICE.

Admission to the Park Was Free, and About 3000 People Visited the Place.

GLADSTONE PARK, July 14.—Hundreds of people from Portland and elsewhere visited Gladstone Park today. There was no admission fee at the gates, and the programme consisted only of religious services. There was Sunday school in the morning, conducted by Superintendent W. R. Winans. President W. C. Hawley announced the services, beginning with the reading of the Scriptures by Professor C. E. Kemp, followed with a sermon by Chaplain W. S. Gilbert. Fully 2000 people attended the afternoon services. In the evening a young people's praise service was held in the auditorium.

Tomorrow will be one of the great days at the Willamette Valley Chautauqua Assembly. Following is the programme in full:

8:00 to 11:00—Schools and classes.

11:00—Humane Society morning; lecture, "Humane Work," Hon. D. P. Thompson.

In the afternoon will be Woman's day of the Chautauqua Assembly, and the music will be a special feature. Anton Schott, the tenor, will be heard in a selection from "Das Nachtlager," by Kreuger, and Mrs. Cora Duniway and Ottilie Schuecking will also sing. Both will be heard in solos, and also in a duet. Mrs. Abigail Scott Duniway will have charge of the exercises during the afternoon. Following is the programme, which will begin at 1 P. M.:

Opening address—"The Risen Phoenix" ... Abigail Scott Duniway
Vocal solo—Aria from "Mignon" ... Thomas
Ottilie Schuecking.
Address—"A New Factor in Civilization" ... M. Lena Morrow
Vocal duet—"Abendlied" ... Esser
Cora Duniway and Ottilie Schuecking.
Soprano solo (selected) ... Mrs. Cora Duniway
Address—"A Living Issue" ... Dr. Annice F. Jeffreys
Tenor solo—Scene from "Das Nachtlager" ... Kreuger
Anton Schott.
Address—"Oregon's Need of a Free and Uniform Library System" ... Sara Shannon Evans

3:30—Baseball, Astoria vs. Canby.
7:30—Orchestral concert.
8:00—Evening with the Metropolitan Jubilee Singers.

JOHN D. OLWELL

NEW REGENT OF OREGON AGRICULTURAL COLLEGE.

CENTRAL POINT, Or., July 15.—John D. Olwell, who was recently appointed a Regent of the Oregon Agricultural College, is a practical horticulturist, is the eldest of four brothers, of the firm of Olwell Bros., grocers, packers and shippers of fancy Oregon apples. Their large orchard is located at Central Point, and is one of the finest in the state.

YIELD FAIR, QUALITY EXCELLENT.

Such Are Reports From Umatilla County Wheat Fields.

PENDLETON, Or., July 15.—Threshing returns are coming in now from all parts of the county. The samples brought in are, without exception, those of No. 1 wheat and barley, with scarcely a lot that has any smut or other defect to cause grading below No. 1. All the buyers state that the wheat will be nearly all No. 1, and one buyer said today that he had traveled rather extensively through the county, and had yet to see a lot of wheat that would grade less than No. 1. Wheat testing 59 to 61 is common, and a car of new wheat sent to Portland by the Pacific Coast Elevator Company from this station, raised on the light lands south from Pendleton, on McKay Creek, tested 62 pounds to the bushel. This was the first car shipped to the seaboard from Pendleton of the 1900 crop.

The belief is becoming common that the yield will fall short from that looked for earlier in the season, but it will be of good quality. Light soils are yielding heavier than usual, the heavy soils of the reservation turning out good yields, but not up to the crops of 1898.

The wool market remains at a standstill. Buyers here, and those coming from The Dalles, say that growers are waiting until after election to see if the price will not improve, and buyers for Eastern concerns are adopting the same policy. Hence no sales occur. At The Dalles are 5,000,000 pounds, at Shaniko 1,000,000, and here about 500,000, sales having been made here earlier in the season.

Confidence Men at Wallula.

PENDLETON, Or., July 15.—Complaints come to this place from Wallula of a gang of confidence men who have been operating there for some time, fleecing men with skin games of cards, and with various devices securing money from passengers on the trains. A few nights ago one of the confidence men took a victim in hand and represented to him that he was a sheep-buyer from the East. He inveigled the passenger into a game of cards, and with his pals fleeced the man out of $80. A traveling salesman was beaten out of $200 in the same manner. Even ladies are not let alone by the sharpers, who attempt to deceive them as to the running of trains and compel them to remain at Wallula over night.

Wallula has been the scene of operations of toughs for many months, since the beginning of tracklaying by the O. R. & N. Co. on the Snake River cut-off, and at no time has the place been entirely free from men of that class.

Stampede to Stewart River.

VICTORIA, B. C., July 15.—The steamer Danube, which arrived this morning, brings news of a rich strike on the headwaters of Stewart River, 400 miles from Dawson. A stampede is on, boats going up in a continuous string. At White Horse a whisky famine prevails. Saloons are licensed, but cannot get permits to bring in liquor. The police are watching the boundary for smugglers, and have made many seizures.

High assays have been made of Indian River conglomerate specimens by the Alaska Commercial Company's assayer. The excitement still prevails.

Swimming Boy Drowned.

SPOKANE, July 15.—Clarence J. Whorton, aged 16, was drowned today while swimming in Latah Creek, in West Spokane. His companion, another youth, made a desperate effort to save Whorton, and nearly perished in the attempt.

CONSTABLE WAS DRUNK.

He Killed One Man and Fatally Wounded Another.

SAN JOSE, Cal., July 15.—A shooting affray took place at Agricultural Park late this afternoon, resulting in the instant death of Joseph Cech and the fatal wounding of August Bergerot. The shooting took place at the picnic of the Brewers' and Bottlers' Union. Constable Fred Bergerot, who did the shooting, had been drinking heavily. He was endeavoring to eject an old man from the grounds and the crowd was remonstrating with him. Without a word of warning, he drew his revolver and discharged it first at Bergerot, whom he shot twice, and then at Cench, the latter shot proving instantly fatal. Bergerot cannot live 24 hours. The murderer was at once placed under arrest by Deputy Sheriff Grewel, who was obliged to draw his revolver to defend Bergerot from the infuriated crowd which threatened to lynch him.

A CRIME OF DESPERATION.

Poor Shoemaker Killed Wife, Child and Himself.

BALTIMORE, July 15.—Poverty and ill-health drove Louis Fisen, a shoemaker, today to kill himself, his wife and 13-months-old babe with a razor and to wound his 3½-year-old son. The tragedy occurred in East Lexington street. The corpse of Fisen was found lying in the middle of the floor with the head almost severed from the body. The body of Mrs. Fisen lay across a mattress in the corner of the room, her throat cut from ear to ear, and the infant's body was in a baby carriage behind the counter. A most pitiable and distressing sight was the little boy, Harry, standing near the body of his dead mother, with blood streaming from a gash in his throat. The boy was sent to a hospital, where the physicians hope to save his life.

Attempt to Wreck Fast Train.

JUNCTION CITY, Kan., July 15.—An attempt was made to wreck and probably to rob the Union Pacific "Flyer" about four miles this side of Manhattan this evening. The switch was turned but the engineer succeeded in stopping the train before it had gone but a short distance in on the siding. A gun, dynamite and a bottle, supposed to contain nitroglycerin, were found hidden under a pile of old ties.

World's Christian Endeavorers.

LONDON, July 15.—The original programme of the World's Christian Endeavor Convention for today was seriously interfered with by the delay in the arrival of the American delegates. Rev. Charles Sheldon addressed meetings and overflow gatherings at the Alexandria Palace, being received with great enthusiasm.

ENDED HIS OWN LIFE.

Ex-Lieutenant-Governor of Kansas, Ill of Cancer, Shot Himself.

EMPORIA, Kan., July 15.—C. V. Eskridge, editor of the Emporia Republican and ex-Lieutenant-Governor of Kansas, died at his home in this city today from the effect of a self-inflicted wound. Before he died, Mr. Eskridge, who had been ill for several months, said he knew he could not live and that he was tired of life.

At 3:30 this morning, Mr. Eskridge's son, who slept in an adjoining room, was awakened by a pistol shot. Running to his father's room he found the latter groaning from a wound in the upper part of the body and still grasping the pistol with which he had shot himself. Young Eskridge aroused the family and went for a physician. Mrs. Elizabeth Dickson, of Kansas City, a sister-in-law of the sick man, was the first to reach the room after the son had left. As she entered, Eskridge, weak from his illness and from loss of blood from the pistol wound, raised himself on his elbow and again pointed his weapon toward himself. A brief struggle between them ensued, Mrs. Dickson trying to secure the revolver. Before he could be overpowered the ill man sent a second bullet into his body and fell backward in a faint. Two hours later he died, despite the efforts of physicians.

Mr. Eskridge remained conscious to the last and talked with his family as they stood about his bed. He had been ill with cancer of the liver for several months. He knew, he said, that recovery was impossible, and he did not care to suffer longer.

Charles V. Eskridge was born in Virginia in 1843 and came to Kansas in 1855. He has been identified with Kansas politics before the Civil War, having been a Representative in the Legislature from 1859 to 1862 and State Senator in 1864. He served as Lieutenant-Governor with Governor James W. Harvey from 1867 to 1871. Since 1881 he has owned and edited the Emporia Republican, one of the strongest Republican newspapers in the state.

Rush Orders for Shells.

PHILADELPHIA, July 15.—"Hurry" orders are being filled at the Midvale Steel Works for shells for warships. The Frankford arsenal will begin full time tomorrow on orders for 37,000,000 cartridges. The order from the War Department included cartridges for the Krag-Jorgensen and the late-improved Springfield rifles.

That bilious taste and loss of appetite are quickly cured by Hood's Sarsaparilla.

A CITY OF BIG BRIDGES

NEW YORK TO HAVE FOUR ACROSS THE EAST RIVER.

The Greatest Bridge of the World Is Soon to Be Built Across the Hudson.

By its position, New York is certain to become a city of many and mighty bridges. The Brooklyn bridge has been one of the city's glories since its completion, and has been reckoned one of the wonders of the world, says Earl W. Mayo, in Ainslee's Magazine. But other bridges far surpassing it are now projected. The completion of a series of great bridges across the East, North and Harlem Rivers will do more than provide a great convenience. They will give the city an appearance of sightliness and finish which will greatly heighten its impression of magnificence and power. As bridge architecture in its present form is distinctively an American product, it is worth while to consider at some length the character of these new structures and their probable effect upon the city.

Bridge construction in New York will go on at a rapid rate for the next decade. To unite the two great cities which now constitute the greater city, no less than four new bridges to span the East River are planned or actually in process of construction. On the western side of the city the greatest bridge of the world is projected, to cross the Hudson, and contracts for its erection have been let. Add to these the existing Brooklyn bridge and the half-dozen great spans that now cross the Harlem, and New York seems to be in a fair way soon to realize its destiny in this particular direction.

Of these various enterprises, the one furthest afoot at present is the new East River bridge. It is to connect Brooklyn and Manhattan at a point about a mile above the present bridge. Its piers are now above the water, and, as those familiar with bridge-building are aware, this means that in point of time it is more than half completed. According to the plans of the constructors, it is to be ready for use by the end of the year 1901.

The East River bridge is the model of the other three bridges which will be built about the city. One of these is to cross the river midway between the two bridges mentioned, a second is to be located about a mile above the East River bridge, and the third is to connect Manhattan with Long Island City. This will not be a suspension bridge, but a cantilever, with one pier resting on the lower end of Blackwell's Island.

Although the new East River bridge is to surpass the Brooklyn bridge as an engineering marvel, it is not likely to hold first place for long. It will be eclipsed almost as soon as it is finished by a great railway bridge across the Hudson, between New York and New Jersey. It is promised that this will be the most wonderful span of its kind in the world; it will be nearly twice as large as any suspension bridge now in existence. Its steel towers will rise to the height of 587 feet above high water, more than 250 feet above the Statue of Liberty, and half again as high as the tallest skyscraper in the city.

Its main span will stretch 3254 feet between piers, twice as far as those of the Brooklyn and East River bridges. The bridge complete will be more than two miles long.

The purpose of the New York and New Jersey bridge is to afford entrance to the city for the various railroads now having their terminals on the Jersey shore. When fully completed, it will include an immense union terminal station in the vicinity of Seventh avenue and Fifty-first street, in New York. The construction of this bridge, like that of the East River bridge, is in the hands of a commission. Contracts for a part of the work have been let, and the promoters of the project say that the bridge will be completed in seven years. It will cost $25,000,000, and with the land approaches and site for a terminal will involve the expenditure of fully $60,000,000. But it will be the colossus among bridges.

The effect of all these bridges, with their lofty steel columns and slender spans, will be very graceful and pleasing, and they will do much to give the city a distinctive and attractive character. The usefulness of the Brooklyn bridge has been hampered and its appearance impaired by inadequate approaches. The new bridges will not suffer from this defect, for the approaches are to begin four or five blocks away, and by their artistic treatment the surrounding district will be greatly improved.

DYNAMITE IN ST. LOUIS.

Injured Four Passengers—Car Ran Into a Strikers' 'Bus.

ST. LOUIS, July 15.—Dynamite was exploded under a Transit car in North St. Louis tonight, and four passengers were injured. A suburban car, the only union line in the city, accidentally ran into a strikers' 'bus wagon tonight and injured 12 occupants, two seriously.

As a Union-line car on the Lee-avenue division of the Transit Company was passing the intersection of Twenty-second and Helmen avenues at 11 o'clock tonight, the wheels struck a charge of dynamite, which exploded with terrific force. The car was blown from the track, the flooring and seats were rent asunder, and all the windows demolished. There were four passengers on the car, two of whom—Edward English and Mollie Shez—were so badly injured that they had to be taken to the City Dispensary for treatment. The explosion was by far the worst that has occurred on the lines of the Transit system since the inauguration of the strike.

A car on the Suburban Company's Webster division ran into a wagon loaded with picnickers returning from Forest Park, at Lindell boulevard and Sarah streets. The wagon was broken into splinters and the horse was crippled. The car, going at a rapid rate, struck the rear wheel, pushed the wagon sideways and threw out the occupants. No one was seriously injured.

Domestic and Foreign Ports.

ASTORIA, July 15.—Arrived—At 4:15, steamer W. H. Harrison, from Tillamook. Condition of the bar at 5 P. M., smooth; wind northwest; weather hazy.

San Francisco—Arrived, July 14—Steamer Fulton, from Tacoma; schooner Beulah, from Gray's Harbor. Arrived, July 15—Steamer Grace Dollar, from Gray's Harbor. Sailed—Steamer Coquille River, for Gray's Harbor; steamer Arcata, for Coos Bay; steamer City of Puebla, for Puget Sound.

Hoquiam, Wash.—Arrived, July 14—Schooner Reporter, from San Pedro for Hoquiam.

New York, July 15.—Arrived—La Bretagne, from Liverpool.

Montreal, July 15.—Arrived—Parisian, from Liverpool.

Southampton, July 15.—Arrived—Trave, from New York, for Cherbourg and Bremen, and proceeded.

Queenstown, July 15.—Sailed—Lucania, from Liverpool for New Yorrk.

Shanghai, July 15.—The steamer City of Pekin left today.

Lace as Trimmings.

Harper's Bazar.

Laces are used abundantly on the long carriage cloaks of taffeta, crepe, veiling, etc., that now are worn exclusively by the fashionable. Elbow sleeves of such garments end in deep flounces of Chantilly, and scarfs of the same are draped about the shoulders and tied in large, loose bows in front. An occasional Medici collar of transparent lace is seen, its edges outlined and supported by thin silk-covered wires. An Empire cloak of gray silk muslin, seen recently, was tucked vertically, the edge of every alternate tuck being finished with a very narrow Irish lace frill. The deep yoke was entirely incrusted with lace of the same variety, and the flaring collar, without lining, was wired as above described. A long stole of chiffon depended in front, where it was secured under large, fluffy rosettes.

THE DEATH ROLL.

Remains of Late Senator Gear Leave Washington for Iowa.

WASHINGTON, July 15.—The remains of the late Senator Gear, of Iowa, left here this afternoon for the Gear home at Burlington, Iowa, where final services will be held Wednesday afternoon. The casket containing the remains was inclosed in a heavy oaken box with plain silver handles. Eight members of the Capitol police force, in full uniform, carried the casket from the hearse to the express car. There was an absence of flowers or display of any kind. Secretary of Agriculture Wilson escorted Mrs. Gear to the train. Those accompanying the remains West are Colonel Ransdell, Sergeant-at-Arms of the Senate; Secretary Wilson, Colonel Root, the Senator's private secretary, and Mrs. Gear's maid. At Chicago they will be met by a number of relatives of the deceased Senator and a committee of Burlington citizens.

Fell Dead in the Pulpit.

PASADENA, Cal., July 15.—Rev. Herman C. Brauer, pastor of the German Methodist Church, dropped dead of heart disease while preaching this morning.

Actor Died of Sunstroke.

PHOENIX, Ariz., July 15.—John Torrence, an actor, died this morning from sunstroke. He was 55 years old, and had been on the stage for 35 years. He was a son of Mrs. Judith, well known to theatergoers of the last generation.

AT THE HOTELS.

THE PORTLAND.

Wm Ellery, Boston	R O Walman, Astoria
J M Sponsel, St Paul	F C Conklin, Chicago
R Livingstone, Portland	E Lesynsky, San Fr
Alex Myers, Portland	H Erlich, New York
N Churchman, do	E Kaufman, St Louis
J W Bennett, Coos Bay, Or	Darney Well, N Y
H S McCracken, do	A H Harrison, Baker City, Or
Irving Rohr, city	Mrs Mary McKinney, Brooklyn
W C Coulson, U S S McCulloch	Miss J E Smith, Jersey City, N J
Dr D D Lustig and wife, San Francisco	D F Coyle, Winnipeg
M L Cohn and wf, do	E Ingalls, Atchison
R A Kuner, San Fran	F S Timberlake, St Louis, Mo
J Marcure, San Fran	C H Reimer, St Paul
G M Antrim, San Fr	A J W Keating and family, Los Angeles
W B Jenkins and wife, Seattle, Wash	Jos D Favoel, Los Gatos, Cal
E J Dyer and wife, Spokane, Wash	T R Hayes, Detroit
Miss Elizabeth Hansen, Urban, Ill	S E Carr, Chicago
F P Minnangle, N Y	J S Frelling, Chicago
E E Larrimore, St Louis	J McNulty, Chicago
C E Stafford, wife and child, Minnesota	P Friedman, San Fran
	G W Bunage, U S N
	C W Frankel, N Y
	Geo E Allan, city

Columbia River Scenery.

Regulator Line steamers, from Oak-street dock, daily, except Sundays, The Dalles, Hood River, Cascade Locks, and return. Call on, or 'fone Agent for further information.

THE PERKINS.

M Johnson, Forest Grove, Or	E Greene, Seattle
Jas A Brown, do	E V Homeyer, Seattle
R O Waldman, Astoria	A Eselek, Eugene
S R Kelly, The Dalles	C W Hale, Long Bed
B Lynch, The Dalles	F Wilson, The Dalles
Chas Heppner, do	F H Sherman, steamer Sarah Dixon
H S Durgan, Sumpter	G N Bolton, Moro
F Muzzy, Sumpter	J M Franklin, Dayville
E J Schlegel, city	C R Cooper, Omaha
Owen M VanDuyn, Nampa, Idaho	W H Powell, Skamokawa
C C Morris, Nampa	J H O'Connell, Astoria
E J Diven, Bozeman	Mrs J H O'Connell, do
C Schmidt, The Dalles	D W Ralston, Sheridan
Mrs O A White, Evanston, Ill	Z T Davis, Dundee
Miss Jessie White, do	Chas Cunningham, Pendleton
Miss Lilian White do	J O Watts, Eugene
Miss M Scott, San Fr	A McCaw, Duluth
E L Carson, Seattle	W Gilbert, Duluth
L W Burns, Santa Rosa, Cal	A M F Kuchheimer, Antelope, Or
Mrs L W Burns, do	Mrs Downing S F
Master Burns, do	F A Brower, Duluth
Mrs J H Cameron, Providence, R I	C D Brewer, Duluth
V A Davis, Grand Fks	E N Hill, Ft Stevens
Ed Chlopek city	J W Laing, New York
Mildred Anderson, Los Angeles	W L Conoly, Chicago
Mrs A T Anderson, do	S A Williams, Spokane
D M French, Dalles	L Crassweller, Tacoma
W J Burkshaw, Skagway, Alaska	O Dosman, Ritzville
Mrs A Goable, Ensendela, Mexico	Mrs O Dosman, do
Mrs G A Olmsted, S F	J D Cisney, Princeton
T L Rogers, Spokane	Mrs J D Crisney, do
W R Hudson, Palmer	W R Roddy, Marrell
Mrs W R Hudson, do	H Haynes, Forest Gve
Bertha Hudson, do	T J Williams, Portage
Elsie Hudson, do	Aug Mohr, Portage
J E Hackett, Pendleton	Miss Smith, Seattle
E Waldman, Skookumchuck, Wash	Miss M Smith, Seattle
Mrs S D Seely, Rosewood, O	L Burt Livermore, Sumpter, Or
D N Gilmore, Walla Walla, Wash	R R Keys, Waldron
J C Conley, Joseph	Mrs R R Keys, do
Mrs J C Conley, do	E W Smith, Gale City
Miss L L Miller, Astoria	Mrs O B Estes, Astoria
	J D Holton, Boise City
	W R Mascall, Dayville
	I Conklin, Salem
	Miss B Pfeiffer, Albany
	Wm Wallace and wife, city

THE IMPERIAL.

C. W. Knowles, Manager.

C Schmidt, Astoria	Mrs A W Forbes, Tucson, Ariz
Ed Isaacs, W W	E N Carter, Stone
H E Leonard, Prescott	H S Kelly, Or City
H Harkins, Seattle	J N Wisner, U S F C
B L Stephenson, Portland	Mrs Christehues, Astoria
J W Ogur, Minn	Mrs Mary E Ferchen, Astoria
S H Hilbrant, Warren	Miss May Ferchen, do
Mrs Hilbrant, do	Miss M Ferchen, do
Miss F Guppy, S F	Miss H E Sahlstrom, Astoria
Miss M Guppy, S F	J L Farkuar, Astoria
Miss C Guppy, S F	Mat Jone, Astoria
R C Judson, city	F D Winton, Astoria
M Ellsworth, Olympia	Miss M C Bernskeit, Astoria
H T Hendryx, Baker City	Miss E Bernskeit, do
M Smith, Baker City	Mrs J A Fastabend, Astoria
Mrs Smith, Baker City	A Hanson, Tacoma
Mrs F Ernst, do	Mrs Hanson, Tacoma
R Beltner, Baker City	Allie Northlane, Sioux City
Mrs Beltner, do	Geo Russell, Oakland
W J Ervin, San Fran	J A DeGrandpre, Hoquiam
G F Johnson, S F	F J Berrisford, St Paul
C W Cottam, Oakland	R P Faby, city
S P Beltner, Baker City	A B Colby Long Beach
A Seufert, The Dalles	E C Johnson, city
W C Parsons, Arizona	
F E Smith, Lakeview	
G A Taylor, Ontario	
W Wurzwiler, Prineville	
R McCormack, Chicago	

THE ST. CHARLES.

Mrs Bell, Wisconsin	E J Russell, Oswego
E J McLane, Hoquiam	J W Dimick, Astoria
W D Coats, Hoquiam	C Fuqua, Sumpter
J F Morris, do	A D Dealey, Sumpter
A Larsen, Oak Point	S F Lockwood, do
C S Madsen, do	A J Howett, Sumpter
J H Thomas, do	W H Glim, Sumpter
W Keys and wife, Vancouver	W Hayhur, Camas
H Riggs, The Dalles	T C Howett, Camas
Charles Keys, do	S T Yirke, Camas
R H Mitchell, St Helens	Ben Ulrich, The Dalles
W Taylor, Grass Vly	Julius Ulrich, do
Claude Everett, do	E Lemison, The Dalles
F Devine, city	W E Cooke, The Dalles
J Devine, city	A H Brown, do
W H Lucy, city	Joe Sharson, do
J M Landes, city	W S Maple, Helena
R A Miller, Dalles	D B Reese, Union
H C Miller, Dalles	J W Boyden, Astoria
C Francisco, Howe	Mrs W H Carter, Seattle
J A Benson, Cascade Locks	Thomas H Rogers, Cape Nome
A Holmes, Seattle	W Wright, Mt Hood
M E Nixon, Spokane	G P Irving, Mt Hood
A R Adams, Spokane	C C Brower, Mt Hood
Mrs H Storer, Camas	H C Harkness, Albany
J P Merrifield, Seaside	Mrs A Jones, Astoria
Mrs E Davis, Seaside	O Bystrom, Kalama
E A Naught, Seaside	T Nickelson, Dalles
C J Wilson, Ione	J A Cooper, Dalles
C W Lonegren, Quimby	C A Cobleigh, Camas
G W James, Brownsville	Geo Ross, Camas
T T Nicholas, Dalles	S L Buskirk, Camas
J Edgason, Dalles	W J Cronin, Sumpter
P Gillihan, Dalles	Bert Wilson, Sumpter
E T Roselle, Dalles	Jerry Butts, Sumpter
W R Pearl, Dalles	E Granstrom, Warrendale
Lieut Sprig, Dalles	Ida Hallstrom, do
C T Armstrong, Condon, Or	Mrs C J Carlson, Cascade
D Belcher, Astoria	A J Brigham, Salt Lke
J F Davis, Seaside	E W Gillam, Bridal Vl
H Oscofield, Olympia	Mrs Gillam, do
C S Hobson, Sumpter	T H Magren, Bridal Vl
A L Steele, Dalles	J Meyers, do
W C Kelsey, city	A P Carson, Ore City
	J Mowrey, Oak Point
	Hugh Glenn, Dalles

Hotel Brunswick, Seattle.

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

Tacoma Hotel, Tacoma.

American plan. Rates, $3 and up.

Donnelly Hotel, Tacoma.

European plan. Rates, 50c and up.

Refreshing Rain in Arizona.

TUCSON, Ariz., July 15.—Rain has fallen in this vicinity, and reports from outside the city indicate rainfall in every direction. The mining and cattle interests have suffered untold loss for lack of water, and these showers came to Southern Arizona as a great relief from the parched conditions that have existed for many weeks past.

DISPATCHES FROM SEYMOUR

Severe Fighting About Tien Tsin—More American Troops.

LONDON, July 15.—The following dispatches from Admiral Seymour were published this evening:

"Tien Tsin, July 9.—The enemy's position southwest of the settlement was attacked at 4 o'clock this morning. The Japanese, by a flank movement, drove the enemy out and captured four guns. Cavalry pursued and completed the rout of the enemy, killing large numbers of soldiers and Boxers.

"The allied forces shelled and occupied the western arsenal, capturing two guns. The arsenal was burned, as the allies were unable to hold it. The enemy's loss was 350 killed. The loss of the allied forces was small."

"Tien Tsin, July 12.—The Chinese at 3 o'clock yesterday morning made a determined attack upon the railway station in great force. Finally they were driven off, about 6 o'clock in the morning, but the allies lost 150 in killed and wounded. The Chinese loss is unknown, but is believed to have been heavy.

"The forts were bombarded at noon by British and French guns. A fort and a pagoda, used as a signal tower, were demolished.

"The allied forces have been increased by the arrival of 1500 Americans."

Admissions From Chinese.

BRUSSELS, July 15.—The Minister of Foreign Affairs, M. de Favoreau, has received an official dispatch from Shanghai, dated Saturday, July 14, saying:

"Shen, Taotai of Shanghai, communicates the following from the Governor of Shan Tung, dated July 7:

"'The European troops defending the legations made a sortie, killing 20 soldiers of General Tung Fuh Siang. The Boxers have been unable to take the legations, but the situation is very critical.'

"Sheng considers the situation dangerous."

Fighting of July 6, 7 and 8.

CHE FOO, July 10, via Shanghai, July 15.—Dispatches received today from Tien Tsin cover events that took place there on June 6, 7 and 8. The Chinese are growing in numbers and audacity daily, and drawing closer in. Their fire has already wrecked many buildings. After the British and Americans had unsuccessfully attempted to capture the gun, the Chinese on the night of July 6 fiercely attacked the foreign settlement, but were repulsed. Next day the bombardment was renewed from several new positions and shells fell in the British naval quarter, killing two and wounding two. The artillery duel was in progress July 8, when these dispatches left.

More Rains in Texas.

DALLAS, Tex., July 15.—Northern Texas has been deluged by rains for more than 12 hours, and the indications are that the storm has only begun. The downpour at Dallas was terrific. Streams are swollen and trains are delayed because of washouts.

Tornado Struck Llano, Tex.

AUSTIN, Tex., July 15.—A tornado struck Llano, a town of 2000 inhabitants, demolishing the depot and several houses. Many persons received injuries.

Futile Search for a Robber.

ST. LOUIS, July 15.—A dozen St. Louis detectives, heavily armed, made an excursion in St. Louis County and searched several houses and barns early today in search of Nelson, the alleged Kentucky trainrobber who escaped from officers in this city Friday morning. The effort to locate him was futile.

It was learned today that Nelson is C. B. Barnes, and that is a brother of Charles Barnes, now under arrest here. The Barnes boys formerly lived in Austin, Tex.

Chief Desmond announced tonight that he had procured a written confession from Charles Barnes, implicating his brother and Michael Conley, now under arrest at Cairo, Ill., in the trainrobbery. It is said that Channing Barnes was once sentenced to 30 years' imprisonment in California for complicity in a trainrobbery near San Quentin. He is said to have disappeared while out on bond.

Northwest People in New York.

NEW YORK, July 15.—Northwestern people registered at New York hotels today as follows:

From Portland—H. Wilson, at the Belvedere; C. P. Matz, at the Savoy; G. C. Moser, at the Broadway Central.

From Tacoma—C. Thorne and wife, at the Netherland.

From Seattle—W. H. Moore, at the Hoffman House.

From Spokane—C. Thies and wife, at the Holland.

The commanding officer of the British National Antarctic expedition is Lieutenant Robert F. Scott, now torpedo lieutenant of the battle-ship Majestic. He has been 15 years in the British Navy, has a record service of the highest class, and will soon be promoted to the rank of Commander.

DAILY METEOROLOGICAL REPORT.

PORTLAND, July 15, 8 P. M.—Maximum temperature, 78; minimum temperature, 5[illegible]; river reading at 11 A. M., 11.2 feet; change in 24 hours, 0; total precipitation, 8 P. M. to 8 P. M., 0; total precipitation since September 1, 1899, 38.03 inches; normal precipitation since September 1, 1899, 46.09; deficiency, 7.[illegible]; total sunshine July 14, 8:44; possible sunshine 15:25.

WEATHER CONDITIONS.

The pressure has increased slightly over the North Pacific States, and the barometer continues relatively high in that district and low over the interior of California. The changes in temperature have been slight, except in the Sacramento Valley, where it is warmer than yesterday, with temperatures ranging between 92 and 104 degrees. No rain has fallen in the Rocky Mountain and Pacific Coast States during the last 24 hours. The indications are for fair and continued warm weather in this district during the next 24 hours.

WEATHER FORECASTS.

Oregon, Washington and Idaho—Fair and continued warm; variable winds, mostly northerly.

Portland and vicinity—Fair and continued warm; northerly winds.

EDWARD A. BEALS, Forecast Official.

NEW TODAY.

GREAT PORTIERE SALE

We will TODAY offer the biggest bargains ever offered in portieres, Turkish, Bagdads, fine flowered portieres, extra widths and lengths, beautiful patterns, tapestry chenille, regular $6 value, TODAY only $3.50 per pair. Others as low as $1.50 per pair.

I. GEVURTZ

The Homefurnisher, 173 First, N. W. corner Tamhill.

HAIR MATTRESSES

Special this week, 30-pound, all-hair mattresses, guaranteed, $10.00.

WM. GADSBY

Corner First and Washington Streets.

Mortgage Loans

On improved city and farm property, at lowest current rates. Building loans. Installment loans. Macmaster & Birrell, 311 Worcester block.

CHOICEST PROPERTY

In Holladay and Irvington

Locality on Tillamook st.; two car lines; graded streets, sewer, fine residences.

ONLY $375 TO $500 PER LOT; easy terms; monthly payments.

EVERY LOT WORTH FULLY $1000.

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Room 100 Sherlock building.