DUE TO NEGLIGENCE

RAILWAY EMPLOYES RESPONSIBLE FOR HATFIELD DISASTER.

Philadelphia & Reading Authorities Will Make an Investigation Into the Affair.

PHILADELPHIA, Sept. 8-It seems to be the generally accepted conclusion that the wreck on the Philadelphia & Reading Railway at Hatfield, 27 miles from this city, which resulted in the loss of If lives and more or less serious inju-ries to 52 persons, was due to negligence or direct disregard of signals. While the company will not be prepared to make any formal statement until tomorrow, the incipal line of investigation is being drawn about W. S. Groves, the train dis-patcher at Philadelphia; D. B. Beidler, the operator at Souderton, 2½ miles from Hatfield, and John Davis, engineer of the colliding excursion train, who is dying in hospital at Bethlehem.

According to James Benner, fingman at derion station, the milk train passed that station on time, and following the rule of the company which requires any train coming after another within five her to be stopped, he placed a red between the tracks. In three minstes the excursion train came thur ng, with Davis at the throttle, and making 60 miles an hour. Davis made mo effort to stop, and waved Benner to one side. The latter had only time to secure his flag and spring out of danger as the train swept by. Looking upward, he saw the Beidler had a clear signal set. Beidler, when questioned said he Beidler, when questioned, said he set. Beidler, when questioned, said he had received no orders to stop the train. This would seem to conflict with the statement of General Superintendent Sweigard, that all the agents must stop a train, orders or no orders, if there is

stee' time or less between them Reports from Bethlebem and Allentown are to the effect that none of those inred have died, although several are not peoted to live. The railroad company ad a large force of men at work at th e of the wreck today, clearing away debris. The wrecked cars were ed and all evidence of the socident royed as far as possible.

BOERS AT ST. HELENA.

Buittish Skipper's Visit to the Prisoners.

NEW YORK, Sept. 3.-The British Row Forth, Sept. 2-116 Research Mann was a reved from South Africa, touched at St. Helena for repairs. Captain Mann was permitted to visit the Boer prisoners on the island. He rode up the five miles of winding road to the top of Rupert Hill, in Deadwood Plain, where he found the gerison pen of General Cronje's 2000 men. The Boer captives are confined within barbed wire enclosure a quarter of a mile aguare. Twelve feet from the fence on all sides is a second trocha like the first. It is death for a Boer private to cross the line of the inner pen. One Boer was shot by a sentinel for doing this. The British er was then tried and acquitted by a

While the British soldiers sleep 13 men in a tent." said Captain Mann, "the Boers sleep only 10 to a tent. In order to afford them all the room possible, the British have allowed the Boers to cut bamboos for shacks. These bamboo frames the Boers have covered with canvas and with slabs of tin. The tin they obtained in a curious way. There were on the island a great number of paraffin cans, which the Boers carefully finttened out for tin sides and roofs for their shacks.

Some of the prisoners are permitted to work for the farmers on the island, and thereby earn a little money. There were many men 70 years old, and just as many others 16, 16 and 17. The officers with conversed speak both Dutch and glish. The privates seemed rather a pld lot. They have the same fare as he British soldiers.
"I conversed with Colonel Schiel, the

German officer, who fought with the The Oldest Living Things in the ers. He was very cantankerous still. Commandant Roose, the Boer office who captured Winston Churchill, told me that he thought the game was up and his people ought to stop fighting.
"The Boar officers are allowed to do

pretty much as they please, and their names are posted at the St. Helena Club. The British officers entertain them at afternoon tens, and General Cronje is practically the steady guest of the Gov-

"A oable now runs to the island from South Africa, and the bulletins from the seat of war are frequently struck off and sold to the prisoners at a penny aplece. "A Dutch ship anchored while I was there, but was requested to leave and did The British were afraid some of the re would get away on their country's

COLOMBIA AND VENEZULA. on Republics Again Preparing

for War. NEW YORK, Sept. 8-The Herald

am J. Gould's famous yacht Ataand provided with rapid-fire guns of the

latest pattern, will leave this port at an early date, bound upon a mission bout which the representatives of the ian Republic to which she belongs naintain secrecy. Information brought by travelers resturning from Central America indicates

ing suppressed a recent rebellion of unus-ualy sanguinary character, is determined to call Venezuels to account for permit cing the rebels to organize there and cross the line into Colombia. The Atalanta, noted for her speed, was

sed under special instructions from purchased under special instructions from the Colombian Government on July 20. Since that time the yacht, which was built for Jay Gould, has been undergoing a quiet transformation in the Eric From a luxurious pleasure craft, she has been changed into a war vessel Her armament consists of six machine and a rapid-fire 4.7-inch rifle mount ed forward. The day of the Atalanta's departure and her destination are diplo-

According to trustworthy advices from Colombia there is a strong popular feei-ing against Venezuela as the result of the recent international struggle. Charges openly made that Venezuela instigated the rebellion and gave comfort to the enemies of Colombia. It is asserted that at least 1200 of the rebels crossed the line from Venezuela into Colombian territory and that in the fighting that ensued 300 government troops were killed by the invaders. The total losses during war are placed at 12,000.

ibin is ready it is said that she will ask an indemnity from Veneguela of \$5000 for each of the 500 soldiers killed, or \$2,500,000 in all. Additional claims may be made for property de-stroyed and also for the cost of sup-pressing the robels from Venezueia permitted to cross the borders,

Venezuela will also be asked to sur render General Sarmiento and his followers, together with two gunboats cap-tured in a Venezuelan port. General Sarmiento and members of the crews of these vessels were thrown into prison conditions existing in the various states in Caracas and their ships confiscated, as represented, and to arrange plans for the rebellion had been suppressed in Colombia. The enemies of Colombia are about to be set free by President Castro. All these incidents have combined to anger the Colombian Government and populace of Venezuela. Besides heavy money indemnity, a policy and swarantee for the future will probably be asked. Venezuelans say that these demands will be refused and that if they are in-misted on war will probably result between teries.

the two countries. Representatives of both republics have recently purchased arms and ammunition in large quantities in this country. Colombia has just or-dered 12,000 new Remington rifes, firing a small bullet similar to the Spanish Mauser. The guns are light and carry

sword bayonets.
Although the revolution in Colom has been put down, their army, said to number 60,000, is still kept and there is no talk of disbanding it.

Eduardo Espizina, Consul-General in New York, and at present Charge d'Affaires of the Colombian Republic in this country, said last night that he could not discuss the plans of his government. "It is true that we have purchased the Atalanta and that she is being armed and is about ready to sail," said Senor Espizina. "She is being armed and will have a new name. No, I cannot say what day she will sail or to what port she will go. I may go on her myself, but in that case a new representative of

my government will be appointed.
"If Colombia gets into a difficulty over the recent rebellion, she has 60,000 regulars ready for service and the 40,000 rebels who have been disbanded would take up arms for their country, so that we would have 100,000 men in the field. Vene-suels could not resist such an army."

WAITING ON MACDONALD.

England's Policy May Be Announce When He Is Heard From.

LONDON, Sept. 3.-The difficulty of communicating with the British Minister at Pekin, Sir Charles MacDonald, delays the promulgation of the views of the British Government in regard to its fu-ture steps in China, the government being unwilling to commit itself publicly to a definite decision until Sir Claude MacDonald has fully reported on the

In the meantime a heated anti-evacuation campaign continues in the press, and the trend of official opinion apparently continues favorable to the pri of the suggested withdrawal from Pekin to Tien Tsin, but not the evacuation of China, as many Russophobes, who desire China, as many Russophobes, who desire to confuse the issue, pretend is the proposal under consideration. Nothing is yet forthcoming to indicate what modifications or provisos, if any, Lord Salis bury may have suggested or contemplat-ed, as is thought probable in some quar-

The statement that General Gaselee, commander of the British troops in China, has stopped British reinforcements arriving at Hong Kong from pro-ceeding farther north, is taken as an indication that the British Government anticipates that the diplomats will very shortly take the place now occupied by

the military. It is reported at Hong Kong that the French gunboat Comet recently fired on some Chinese farmers on the banks of the Han Klang, killing three and wounding three others. The incident, it is added, is regarded as liable to provoke

A Chinese Reformer's Plea.

SAN FRANCISCO, Sept. 3.-Leong Kai Tinn, who claims to be special Ambas-sador of the deposed Emperor of China, Kwang Hsu, delivered an impassioned address to a large audience of his country-men in the Jackson-Street Theater. His plea for the restoration of the Emperor and the modernizing of China and his deiction of the indignities that had been aped upon the unfortunate Kwang Hsu by the Dowager Empress, were so quent that the yellow men in the audi-ence were moved to tears. Leong Kal Tinn arrived in San Fran-

cisco last Monday, and his address was the first he delivered here. He came to this country to gain the support of the Chinese residents of the United States for the restoration of the Emperor and the inauguration of a liberal policy toward foreigners. He is the representative of the Chinese Empire Association of Re-formers, as well as the accredited agent of Kwang Hsu.

After the address a collection was taken up and a total of over \$3000 was realized

CALIFORNIA'S BIG TREES.

WASHINGTON, Sept. 3.-The Department of Agriculture has issued a re-port on investigation of the big trees of California, that brings out some inter-esting new conclusions. It shows that the dimensions of the big trees are unthe dimensions of the big trees are un-equaled; that their age makes them the oldest living things. They are described by the report as "the grandest, largest, oldest and most majestically graceful of trees and the scarcest of known tree specie, with the extreme scientific value of being the bart Hotel ing the best living representatives

of a former geological age. The report says the bark of the big trees often is two feet thick and almost non-combustible. "The oldest specimens felied," it says, "are still sound at heart fungus is an enemy unknown to it. Yet the big trees apparently have not increased their range since the glacial epoch. They have only just managed to hold their own on the little slip of country where the climate is locally favor-

The most recent investigations, according to the report, confirms the estimates that these grand trees probably lived 5000 years or more. The average rate of growth is estimated at one inch of dineter for every 12 years. The report also corroborates the statements of one authority who says that one tree on counted 4000 rings was undoubt edly in its prime, "swaying in the winds when Christ walked the earth."

The report states among other things as the result of official investigations. "The only place in the world where the big tree exists is in 10 isolated groves on the west slope of the Sierra Nevada Mountains. The specie, however, repre sent a surviving pre-historic genus of trees once growing widely over the globe. The southern groves show some reproduction, though which there is hope of perpetuating these groves. In the north ern groves the species hardly holds its

Lost the Trail of Trainrobbers SALT LAKE, Sept. 3 -- A special to the

Tribune from Rawlins, Wyo., says: Three members of the Rock Springs posse came into the city today, having been forced to quit the chase because their horses played out. They state that the trall of the robbers was lost Saturday evening, but the posses hoped to find it again Sunday morning. They followed it to Timberland, a heavily timbered district. They believe that they were not many hours behind the robbers Saturday, but were unable to keep the trail. At the start there were but four in the robbers' party, but a few miles from the railroad a pai joined them and the five are still traveling in company.

A Conference in Chicago. CHICAGO, Sept. 3.—Senator Jones, G. Johnson, vice-chairman, and C. Walsh, secretary of the executive committee of the National Committee, held an all-day conference today with the party leaders in several states. The chairman of the state committees present were: L.
A. Rosing, Minnesota; Parks M. Martin, Indianapolis; F. L. Hall, Nebraska; A. F. Walden, Wisconsin; Walter Watson, linois: George A. Hoffman, Iowa: Mack Love, Kansas, and James H. Miller, West Virginia. The object of the conference was to obtain an accurate idea of the

conducting the campaign, Training Ships in England. LONDON, Sept. 3.—The United States training ships Hartford and Essex arrived at Gravesend today, making three United training ship Lancaster having arrived August 25. Salutes were exchanged today etween these ships and the shore bat-

PETER RICKMERS COMING

ANOTHER 5000-TON CARRIER HEAD-ED FOR PORTLAND.

Freights No Higher Proportionately Out of Portland Than Out of New York-Marine Notes.

The German ship Peter Rickmers, one of the largest ships that ever loaded at Portland, is again headed in this direction. She had been chartered for January loading at 41s 3d. This is the fourth vessel of the Rickmers fiest reported for Portland this season, three others, the Mabel, Rickmer and Robert Rickmers having already departed. The fact that grain rates are held at high figures on the coast, simply because rates are high all over the world, is fully demonstrated in the case of the Rickmers ships. While the Peter Rickmers is coming to Port land for January loading at 41s 3d, the Renee Rickmers, another of the ficet, also well known in this port, has been chartered to load oil in New York for Japan in January. She is chartered for \$8,000 cases at 28 cents per case. This will bring her owner a gross amount of \$36,100 freight.

The Renee Rickmers is of 1959 tons net register. The Rickmer Rickmers, of 1914 tons net register, has just sailed from Portland with 2963 tons of wheat, for which the owners of the vessel received which the owners of the vesses received \$25,370 freight. The journey from New York to Japan is practically the same length as that from Portland to Europe, so that grain freights are no higher proportionately than oil freights. The Peter Rickmers receives a rate slightly higher than was paid the Rickmer Rickmers, but as she is chartered port, she can secure's cargo across the Atlantic at a rate sufficient to pay the expenses of the trip, while the Peter Rickmers must make a longer trip across the Pacific in ballest,

THE LUCKY THYRA.

Gets Off Easy on Damages, and Saves \$1800 by Quick Discharge.

The experience of the Norwegian steam ship Thyra for the past few days is cer-tainly evidence that she is a lucky ship. Any unwieldly craft could smash up a trestle and hold up a railroad for a few days if the opportunity was offered, but very few would ever get off with the modest charge of \$750, which was laid against her. This is undoubtedly the smallest amount that was ever claimed from a steamship which caused as much trouble and delay as was experienced by the passengers on the Astoria trains for the past few days. Her good luck dld not end with the inexpensive escape from a serious scrape, for she was under charter to the United States Government to be turned over as soon as her cargo was discharged. It is reported that she receives \$900 per day from the Government, and owing to a slow trip up the coast, and the delay at Astoria, it looked for awhile as though it would be impossible to get her discharged so that she could be turned over Saturday.

As Sunday was followed by a legal holiday, the failure to turn her over on Saturday noon would have meant the loss of two whole days, or \$1800. Double gangs were put on the steamer, and by working overtime at night, the last bale of cergo was slung over her rail 16 min-utes before the time set for turning her over to the Government.

BAGS, RICE AND SULPHUR.

Oriental Steamers Bringing Heavy Consignments of These Staples. Two Oriental steamers, the Monmouth-shire and the Thyra, arriving at Portland within the past six days, brought un-usually heavy consignments of sulphur, rice and grain bags. Much sulphur is used at this season of the year in cur-ing hops, and there is also a big demand for grain bags, the market being practically all cleaned up prior to the arrival of the last two consignments. The Monmouthshire, arriving Sunday, brought 1.841,000 grain bags, and the Thyra, came in a few days before, brought 200,-000. The Thyra had 12,815 packages of sulphur, and 2240 bags of rice, while the "Shire" brought 5689 packages of sulphur shire's freight list for Portland was about the largest that she ever brought here ere being nearly 20,000 packages for this port alone. There was so much coast freight offering, that she brought but very little Eastern freight. A full cargo

Sunday.

is awaiting the steamer and she will

on her return voyage about next

The steamer Geo. W. Elder will leave today for the north. She goes by way of Seattle, where she will complete her cargo. The Elder will make the trip in command of Captain George Conway. superintendent of water lines for the C R. & N. Her regular master, Captain Clem Randall, was loaned to Goodall, steamship Orizaba, which is engaged to laying a cable from St. Michael to Cape Nome. It has been several months since Captain Conway has been on the bridge caping the terrors of seasickness,

Low Water in Lewis River.

The water in Lewis River is so low at present that the boats of the Lewis River Transportation Company are not able to ascend any higher than the forks of the river, about three miles below La Center. All freight and passengers have to be transported from that point to the town on a barge, and this requires one of extreme light draught. To meet the require ments of the situation Captain has had constructed a barge 50 feet by 10. which was launched last week, and draws 314 inches. She will carry 40 tons on 18 inches of water. She will go into ission immediately, and the per of La Center, who have been much inwater, will give her a hearty welcome.

Dorie Arrives From Hong Kong. SAN FRANCISCO, Sept. 3.-The steame Yokohama and Honolulu with a small passenger list. She went into quarantine cabin passengers were allowed

Log Raft Reaches San Francisco. SAN FRANCISCO, Sept. 3.-The great log raft that left Seattle August 22 arrived this afternoon, in tow of the tugs Mon-arch and Tatoosh. The raft, which comprises about 800,000 feet of piling, reached here practically intact.

Marine Notes.

The steamer State of California arrived up late Sunday afternoon with full cargo, and a fairly heavy passenger list. She sails south again tonight. The American ship Henry Falling, en

route from New York for Honelulu, has put into Stanley, Falkland Islands, in leaky condition, with sickness smong the The Harvest Queen made another fast

tow up the river with the Centurion. She left Astoria at 4 o'clock Saturday afternoon, and anchored her ship in Port morning.

British ship Perseverance, which sailed from Probolingo February 20, for Newcastle, has been posted as missing. Both the ship and her masts. Captain McIntyre, were well known if Portland. latter having many frieids among

Domestic and Foreign Ports. ASTORIA, Sept. 3 .- Condition of the bar | The first 10 miles of the Boulder Creek

at 5 P. M., moderate; wind, west; weather, hazy.
San Francisco, Sept. 8.—Sailed—Steamer

San Francisco, Sept. 3.—Sailed—Steamer Arcata, for Coos Bay.

ASTORIA, Sept. 3.—Arrived September 2—British steamer Monmouthshire, from Hong Kong; sailed September 2—United States steamship Argyll, for China.

Port Townsend—Sailed September 2—British bark Ivanhoe, for Callao.

Seattle—Arrived September 2—Steamer City of Seattle, from Skagway; steamer Aberdeen, from Skagway; tug Wallowa, from Cape Nome, and reports barge Mercury total loss at Cape Nome. Sailed September 3—Steamer City of Topeka, for Skagway. Skagway. n-Sailed September 2-Barbaros

sa, for New York, via Southampton.
Auckland, Sept. 3.—Salled—Moana, from
Sydney, for San Francisco.
Tsin Tau—Salled August 30—Frankfort, for San Francisco. Nagasaki-Arrived August 30-Garonne,

from Seattle. Sailed September 1-Flint-shire, for San Francisco. shire, for San Francisco, Genoa — Arrived September 2 — Kaiser Withelm II, from New York, via Naples. Liverpool, Sept. 3.—Arrived—Parisian, rom Montreal.

Bremen, Sept. 3.—Arrived—Koenigen Louise, from New York, via Southamp-San Francisco, Sept. 3.—Sailed-Steamer Walla Walla, for Victoria: steamer Arcata, for Coos Bay. - Arrived-Steamer Washtenaw, from Tacoma; tug Rescue, from Seattle; tug Tatoosh, from Seattle; bark Kate Davenport, from Prince Wil-liam Sound; steamer Rival, from Willapa

New York, Sept. 3.—Arrived—State of Nebraska, from Glasgow and Londonderry.
Southampton, Sept. 4.—Sailed—Barbaros-sa, from Bremen, for New York.

PERSONAL MENTION.

J. K. Weatherford, an attorney of Albany, is at the Imperial. Will Jackson, a Baker City dentist, is registered at the Perkins. William Deery, a timberman of West Superior, Wis., is in the city. W. J. Furnish, a banker of Pendleton, is registered at the Imperial. Charles H. Miller, a hotel man of Echo, is at the Imperial, with his wife.

H. W. Gillingham, a newspaper men of Dayton, is at the St. Charles. C. F. Struckman, a merchant of Stella, Wash., is registered at the St. Charles. E. W. Conyer, an attorney of Clats-kanie, is registered at the St. Charles. A. F. Hilroeth, a lumberman of Reinler, is registered at the St. Charles. J. P. Wait, a stockraiser of Roseburg, at the Perkins, accompanied by his

Professor Thomas McClelland, of Forest Grove, registered at the Perkins yesterday.

Gilliam and Grant Counties, is registered at the Perkins, from Dufur. Rabbi Stephen S. Wise, the newly-elect ed pastor of Beth Israel congregation, will arrive here tomorrow night.

Mr. and Mrs. Robert Cahill, of Port-land, sailed from New York yesterday on steamer Kaiser Wilhelm der Grosse for an extended tour of Europe Mrs. Ella K. Hotaling, from San Fran-cisco, and Mrs. Isidore Monheimer, from Seattle, are visiting their parents, Mr. and Mrs. Alex Kaufman, 292 Tenth street. NEW YORK, Sept. 3.—Northwestern people registered at New York hotels to-

From Portland—H. C. Gearin and wife, at the Grand Union; A. O. Berdorfer, at From Baker City-J. H. Anstead, at

the Continental. From Salem—D. J. Fry. at the Astor. sive hot weather having burned and shrunken the kernel. The flax crop. however, will be very good, and there From Seattle—T. M. Fisher and wife, will be an abundance of fruit. From Seattle-T. M. Fisher and wife,

at the Grand Union; Misses Gardner, Miss M. E. Hyde, at the Sturtevant; J. S. Graham and wife, at the St. Denis. From Spokane—B. C. Kingsbury, at the From Tacoma-J. L. Smith, at the Hoff- The grade is uniformly high, almost all

The Oro Fino Commercial Club has to cut a new road to Pierce City. Recent copper finds have been made 18 miles above Murray, in unexplored terri-tory. The ore also carries gold, lead and silver. Some of it assays several undred dollars a ton.

The once familiar Lost Cabin mine, at the head of Fourth of July Canyon, ir Wolf Lodge district, about 15 miles west of the principal mines of the Coeur d'Alenes, is to be reopened. An electric tramway is to be run le-

tween Grangeville and Buffalo Hump a distance of 50 miles, inside of eght months, says E. M. Gilpin, a promisent mining man of Buffalo Hump.

A large field of flax belonging to Messrs. Gage, Bresslau and Brewen near Genesce, yielded a return of 20 bushela to the acre. A greater portion of the Fall-sown wheat being threshed now is averaging about 35 bushels to the acre. In the case of Joseph Blanton against the Board of Regents of the University of Idaho, Judge Steele has rendered t decision against the former posident of the University of Idaho, Joseph Blanton, who sought to restrain the loard from removing him from office.

The belt of country known is the Lower Nespelum, is one of the gowing young mining districts that are little heard of outside. All that outsides appear to know of this part of the South Half is that a mine called the Rebecca is situsomewhere hereaborts.

M. A. Meyendorff, special agent of the land office at Lewistot, has returned from a trip to the Buffalo country. He states that the principal object of his visit was to investigate the alleged timber trespasses in and about that section. The illegal cutting of timber was not as serious as he had saticipated it would be, and especially was this the case in the matter of the fuffalo Hump syndi-

Washington Industries. A train of 40 cars is required to haul

the produce of Takima Valley. Thirty tons of 1900 hops have been sold at Chehalis for 12 cents per pound. The yield of wheat about Garfield is estimated at from 20 to 25 bushels an acre. Eastern buyers are paying 70 cents a hundred weight, or \$14 a ton, for barley at Walla Wala. H. B. Nye, of Spokane, owner of the

Bill Nye mile, has opened a rich vein which goes 40,000 to the ton. A party & Walla Walla men has incorporated a company at \$40,000, which will deal it mining property. George E. Glover, has raised two cucumbers on his ranch, near Bellevue, which wegh 2 pounds 614 ounces and 2

The Frirhaven capitalists who are in terested in the copper mines of Gribble Island lave received a shipment of 1000 pounds of ore, which they will send to the Everett smelter. The hay crop of Kittitas Valley is esti-

mated by competent judges to be fully 50,000 tons, and that portion of it which will be put on the market will bring the farmers fully \$300,000, The Puritan Mines Company, operating at Loomis, Palmer Mountain dis-

otherwise improving the switchback road ruining to the sawmill. Yigorous development of the copper belt west of Valley, in Stevens County, will be begun by a recently organized company. The ore assays about \$48, and there are side values of gold.

trict, is grading, blasting out rocks and

T. J. McFerron, one of the most promi-nent fruitraisers in Cheney and vicinity, says the crop of apples this year will be the largest ever harvested, and that there will be a fine crop of pears and prunes.

Political Questions

CAN YOU ANSWER THEM? Did McKinley receive the largest Vote Vote distributed? Vice-Presi-dent in 1896? other Tickets

Names of all

The appears

What were Platforms of the different Parties? Where were the Different Conventions iteld? Platforms of the different receive? Or have you of forgotten they also ran WOULD YOU LIKE TO KNOW

Cabinet Officers and Presidents? President The Events Sike a fac-sim-Would you like to be like a Map familiar with other ques-Declaration of Indepenshowing how the U. S. dence and its a bas grown?

When they were Born? When they

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THE OREGONIAN PORTLAND, OREGON

extension of the B. B. & B. C. will, by the end of the month, be ready for the rails and bridges. Work will begin as soon as the steel arrives. Two hundred men are at work. In the Lapwai country the wheat crop

will not be as large as usual, the excess Threshing in the Palouse country is now far enough progressed to allow fairly accurate estimate of the yield. The crop is short, probably one-fourth of the average. The average is 25 bushels.

Oregon Mining News.

The value of the black beach sand in Coos County is being investigated by Restern mine promoters. The Coquille City Herald reports flattering prospects for the resumption of work at the Riverton coal mines. The Liberty mine has received an order for

firm. In the Cracker Creek district, in the 125foot tunnel level of the shaft being driven in the Free Coinage, owned by Vic Schilling, of Portland, workmen last week struck a six-foot vein of very rich freegold ore. The management will erect a stamp mill this Fall if a permanent body

of ore is found. The old Buffalo mine, located some five miles from Lawton, is preparing soon to resume operations. Ed Cox, of Portland, purchased a one-third interest in the property recently, and one of the agreements of the sale calls for the expenditure of In Mormon Basin, in Baker County, the

about \$10,000 in development work. Lum Sing Company, composed of eight Chinese, has been engaged in placer mining for the past 10 years. Last week Jim Sing, one of the partners who had charge of a two months' clean-up, amounting to \$900, skipped out with the money, ing the other Chinese the sluice boxes and a lot of debts. The company has offered a reward of 250 for his apprehension, but it is probable that the fleeing Celestial will make his way to China.

A Friendly Warning

Spokane Outburst. The City of Omaha has won a distincion all its own. Ten years ago the United States census showed that the city on the Missouri had a population of 140,-452, but the present census gives the city only 102,555. What an opportunity this will give the real estate agents to talk about their city! The only town in the United States which has lost 27 per cent of its people in 10 years! What became of them? Did they die or have they moved to Scattle? The people of the last city should take warning. Omaha now has the disgrace of a heavy falling off in size which will be a real injury to the city in the coming few years. It is said result of the census is due to the fact that 10 years ago the enumeration was greatly padded. Now the corrected returns do not come within speaking dis-tance of the supposed population at that time. No one who knows the business and politicians of Seattle would think of accusing them of padding enumeration, but they should take care that an unintentional mistake is not made by some irresponsible enumerator, where-by fifteen or twenty thousand extra names are placed on the lists. A day of reckoning will come, as it did in the case of Omaha. The way of the transgressor is

Eastern Oregon Railroad Topics. Carson Tocsin.

A party of O. R. & N. surveyors is in the field making a survey for a line wn Powder River to the Snake, thence to Lewiston. A Baker City business man, whose source of information is quarters itself, tells us that within 10 be heard in Eagle Valley.

An interesting chapter in the history the Northwest Railway Company's affairs, and one that causes our citizens to feel more hopeful for the completion of the road to the Seven Devils, was the payment of \$1000 this week to the of Orman & Crook time checks. sum is about 20 per cent of the outstand-ing indebtedness, and the contractors promise that the remainder will be forthcoming in a short time.

Letter Carriers Parade. DETROIT, Mich., Sept. 3.—Twenty-five hundred letter carriers from various cities

appeared in Detroit, marched at 5 o'clock this afternoon in an imposing parade lunched together in Light Guard Armory and tonight took part in a public reception and listened to addresses of well ome, commendation and encouragement, There are but 750 delegates to the annual convention of the Association of Letter Carriers, which begins tomorrow, but many of the carriers in the city today returned home tonight.

The World's Greatest Dam Harper's Weekly.

The new Croton dam at the Cornell site s built in an approximately north and south line across the bed of the Croton River, about 3½ miles above its junction with the Hudson River. It will cost about \$5,000,000, and be the largest and most extensive yet built on this Continent, and in extreme dimensecond to none in the world. Its height is certainly the greatest of any in the world, and the total amount of masonry of all kinds is about 670,000 cubic yards -a volume approximately one-fifth that of the pyramid of Cheops, which, Herodotus states, was 764 feet square, 480 feet high, and required the labor of 100,-000 men for 20 years to build it. The main structure is a solld mass of very large blocks of selected stone, carefully fitted together, and laid in the best and strongest cement, that rapidly becomes as



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