

DOE TO NEGLIGENCE RAILWAY EMPLOYEES RESPONSIBLE FOR HATFIELD DISASTER.

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

PHILADELPHIA, Sept. 3.—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 23 lives and more or less serious injuries to 22 persons, was the result of negligence or direct disregard of signals. While the company will not be prepared to make any formal statement until tomorrow, the principal line of investigation is being directed toward the conduct of the train dispatcher at Philadelphia, D. B. Beldier, the operator at Southerton, 2 1/2 miles from Hatfield, and John Davis, engineer of the colliding passenger train, who is dying in a hospital at Bethlehem.

WAITING ON MACDONALD. England's Policy May Be Announced When He Is Heard From.

LONDON, Sept. 3.—The difficulty of communicating with the British Minister at Peking, Sir Charles Macdonald, delays the promulgation of the views of the British government on the recent Chinese request for a definite decision until Sir Charles Macdonald has fully reported on the situation. In the meantime a heated anti-evacuation campaign continues in the press, and the trend of official opinion appears to be toward a withdrawal from Peking to Tien Tsin, but not the evacuation of China, as many Russophobes, who desire to confuse the question, are endeavoring to bring about.

BOERS AT ST. HELENA. A British Skipper's Visit to the Prisoners.

NEW YORK, Sept. 3.—The British steamship Maudslowi, which has just arrived 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 prison pen of General Cronje's 200 men. The Boer captives are confined within a barbed wire enclosure a quarter of a mile square. Twelve feet from the fence on all sides is a second trench, like that which led to the death of a Boer private to cross the line of the inner pen. One Boer was shot by a sentinel for doing this. The British soldier was then tried and acquitted by a court-martial.

CALIFORNIA'S BIG TREES. The Oldest Living Things in the World.

WASHINGTON, Sept. 3.—The Department of Agriculture has issued a report on investigation of the big trees of California, that brings out some of the most interesting facts in the history of the world. The report states that the dimensions of the big trees are unequalled; that their age makes them the oldest living things. They are described as "the greatest, largest, oldest and most majestically graceful of trees and the scarcest of known tree species, with the extreme scientific value of being the best living representatives of the southern grove of some of the oldest trees on earth."

COLOMBIA AND VENEZUELA. Southern Republics Again Preparing for War.

NEW YORK, Sept. 3.—The Herald reports that George J. Gould's famous yacht Atalanta, converted into an armed cruiser and provided with rapid-fire guns of the latest pattern, will leave this port at an early date, bound upon a mission about which the representative of the Colombian Republic to which she belongs maintains secrecy. Information brought by travelers returning from Central America indicates that the United States of Colombia, which suppressed a recent rebellion of unusually sanguinary character, is determined to call Venezuela to account for permitting the rebels to operate there and across the line into Colombia. The Atalanta, noted for her speed, was purchased under special instructions from the Colombian Government on July 20. Since that time the vessel has been built for Jay Gould, has been undergoing a quiet transformation in the Erie Basin. From a luxurious pleasure craft, she has been changed into a war vessel. Her armament consists of six machine guns and a rapid-fire 4.7-inch rifle mounted forward. The day of the Atalanta's departure and her destination are diplomatic secrets.

According to trustworthy advices from Colombia there is a strong popular feeling against Venezuela as the result of the recent international struggle. Charges are 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 the war are placed at 12,000. When Colombia has made it is said that she will ask an indemnity from Venezuela of \$5000 for each of the 500 soldiers killed, or \$2,500,000 in all. Additional claims may be made for property destroyed and also for the cost of suppressing the rebels from Venezuela permitted to cross the border. Venezuela will also be asked to surrender General Sarmiento and his followers, together with two gunboats captured in a Venezuelan port. General Sarmiento and members of the crews of these vessels were thrown into prison in Caracas and their ships confiscated as 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 replace the Colombian. Besides heavy money indemnity, a policy and guarantee for the future will probably be asked. Venezuelans say that these demands will be refused, and that if they are insisted on war will probably result between

PETER RICKMERS COMING ANOTHER 6000-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 41 1/2. This is the fourth vessel of the Rickmers fleet reported for Portland this season, three others, the Mabel, Rickmer and Robert, Rickmers, having already left. 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 ship. While the Peter Rickmers is coming to Portland for January loading at 41 1/2, the Renee Rickmers, another of the fleet, also well known in this port, has been chartered to load oil in New York for Japan in January. She is chartered for 50,000 cases at 20 cents per case. This will bring her owner a gross amount of \$25,000 freight. The Rickmers Rickmers, of 1914 tons net register, has just sailed from Portland with 2903 tons of wheat, for which the owners of the vessel receive the freight at a rate of 10 cents per bushel. The Peter Rickmers receives a rate slightly higher than was paid the Rickmers Rickmers, but as she is chartered to proceed from Europe to her loading port, she can secure a cargo cross 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 ballast.

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

The experience of the Norwegian steamship Thyra for the past few days, is a certain evidence that she is a lucky ship. Any unwieldy craft could smash up a trestle and hold up a railroad for a few days if the opportunity was offered, but very few ships are so fortunate. The Thyra, a 1000-ton steamer, was wrecked on the trestle at the place now occupied by the railway. It is reported that the French gunboat Comet recently fired on the Thyra, but she escaped without injury. The delay at Astoria is looked for awhile as though it were impossible to get her discharged so that she could be turned over to 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 she was ready to be turned over to the government at 10 minutes before the time set for turning her over to the government.

ORIENTAL STEAMERS BRINGING HEAVY CONSIGNMENTS OF THESE STUFFS. Bags, Rice and Sulphur.

Two Oriental steamers, the Monmouthshire and the Thyra, arriving at Portland within the past few days, brought with them unusually heavy consignments of sulphur, rice and grain bags. Much sulphur is used at this season of the year in curing hops, and there is also a big demand for grain bags. The Monmouthshire brought 1,500,000 grain bags, and the Thyra, which came in a few days later, brought 1,000,000. The Thyra had 13,125 packages of sulphur, and 2240 bags of rice, while the "Shire" brought 5588 packages of sulphur and 8880 bags of rice. The Monmouthshire's freight list for Portland was about the largest that she ever brought here, there being nearly 20,000 packages for this port alone. There was so much coast freight offered, that the Thyra is awaiting the steamer, and she will leave on her return voyage about next Sunday.

ELDER SAILS TODAY. The Steamer Geo. W. Elder will leave today for the north.

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 company with the steamer, the superintendent of water lines for the O. R. & N. Her regular master, Captain Clem Randall, was loaned to Goodall, Perkins & Co. to take command of the steamer Orion, which is engaged in carrying a cable from St. Michael to Cape Nome. It has been several months since Captain Conway has been on the bridge of a steamer, but he has hopes of escaping 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 unable to

DORE ARRIVES FROM HONG KONG. SAN FRANCISCO, Sept. 3.—The steamer Dore has arrived from Hong Kong via Yokohama and Honolulu with a small passenger list. She went into quarantine, but the cabin passengers were allowed to land.

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 Monarch and Tatooch. The raft, which comprised about 5000 logs, reached here practically intact.

MARINE NOTES. The steamer State of California arrived up late Sunday afternoon with a full cargo, and a fairly heavy passenger list. She sails south again tonight.

AMERICAN SHIP HENRY FILLING. The American ship Henry Filling, en route from New York for Honolulu, has put into Astoria, and is in a leaky condition, with sickness among the crew.

HARVEST QUEEN MADE ANOTHER FAST TUP. The Harvest Queen made another fast tup on the river with the Centurion. She left Astoria at 4 o'clock Saturday afternoon, and reached her home port at 11 o'clock Sunday morning.

BRITISH SHIP PERSEVERANCE. The British ship Perseverance, which sailed from Probolinggo February 20 for Newcastle, has been posted as missing. Both the ship and her master, Captain McIntyre, were well known at Portland, the latter having many friends among the shipping men.

DOMESTIC AND FOREIGN PORTS. ASTORIA, Sept. 3.—Condition of the bar

AT 5 P. M. moderate; wind, west; weather, hazy.

SAN FRANCISCO, Sept. 3.—Sailed—Steamer Alaska for Coos Bay.

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

PORT TOWNSEND—Sailed September 3.—British bark Ivanhoe, for Callao.

SEATTLE—Arrived September 2.—Steamer City of Seattle, from Slagway; tug Wallawa, from Cape Nome, and reports barge Mercury to call on Cape Nome. Sailed September 3.—Steamer City of Topeka, for Slagway.

BREMEN—Sailed September 3.—Barbarossa, for New York, via Southampton.

AUCKLAND, Sept. 3.—Sailed—Moana, from Sydney, for San Francisco.

THE TAU—Sailed August 30.—Frankfort, for San Francisco.

NAGASAKI—Arrived August 30.—Garonne, from Seattle; sailed September 1.—Plintshire, for Seattle.

GENOA—Arrived September 3.—Kaiser Wilhelm II, from New York, via Naples, Liverpool, Sept. 3.—Arrived—Parisian, from Montreal.

BREMEN—Sailed September 3.—Koenig Louise, from New York, via Southampton.

SAN FRANCISCO, Sept. 3.—Sailed—Steamer Walla Walla, for Coos Bay.

WASHTENAW, from Tacoma; tug Rescue, from Seattle; tug Tatooch, from Seattle; bark Kate Davidson, from Prince William Sound; steamer Rival, from Willapa Harbor.

NEW YORK, Sept. 3.—Arrived—State of Nebraska, from Glasgow and London.

SOUTHAMPTON, Sept. 4.—Sailed—Barbarossa, 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. F. 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 man of Dayton, is in the city.

C. P. TUCKERMAN, a merchant of Stella, Wash., is registered at the St. Charles.

E. W. CONYER, an attorney of Clatskanie, is registered at the St. Charles.

A. F. HIROHOTO, a lumberman of Rainier, is registered at the St. Charles.

J. P. WALKER, a stock raiser of Roseburg, is at the Perkins, accompanied by his wife.

PROFESSOR THOMAS MCCLELLAND, of Forest Grove, registered at the Perkins yesterday.

H. H. JOHNSON, Senator-elect of Wasco, Gilliam and Grant Counties, is registered at the Perkins, from Dufur.

RABBI STEPHEN S. WISE, the newly-elected pastor of Beth Israel congregation, will arrive here tonight.

MR. AND MRS. ROBERT CHAMBLISS, of Portland, sailed from New York yesterday on the steamer Kaiser Wilhelm der Grosse for an extended tour of Europe.

MRS. ELLA K. HOTELING, from San Francisco, is visiting her parents, Mr. and Mrs. Alex Kaufman, 322 Tenth street.

NEW YORK, Sept. 3.—Northwestern people registered at New York hotels to date as follows: From Portland—H. C. Geary and wife, at Grand Union; A. O. Berdorfer, at the Hoffman.

From Baker City—J. H. Anstead, at the Continental.

From Salem—D. J. Fry, at the Astor; F. M. Silverton—J. C. Wolf, at the Alberta.

From Seattle—T. M. Fisher and wife, at the Grand Union; Misses Gardner, Miss M. E. Hyde, at the Sturtevant; J. C. Gruba, wife, at the St. Denis.

From Spokane—B. C. Kingsbury, at the Imperial.

From Tacoma—J. L. Smith, at the Hoffman.

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If you talk politics at all, disputes are sure to arise over questions of fact. Be prepared to answer questions by quoting facts and figures correctly by sending for—

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extension of the B. & O. C. will, by the end of the month, be ready for the rails and the steel 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 excessive hot weather having burned and shrunk the kernel. The fax crop, however, will be very good, and there will be an abundance of fruit.

The World's Greatest Dam. Harper's Weekly.

The new Croton dam at the Cornell site is built in an approximately north and south line across the bed of the Croton River, about 3 1/2 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 dimensions and volume of masonry probably second to none in the world. Its height is certainly the greatest of any in the world, and the total amount of masonry of the kind is about 570,000 cubic yards—a volume approximately one-fifth of 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 30 years to build it. The main structure is a solid mass of very large blocks of selected stone, carefully fitted together, and laid in the best and strongest cement, that rapidly becomes as hard as flint.

A Friendly Warning. Spokane Outburst.

The City of Omaha has won a distinction 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 shows the city at 195,525. 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 25 per cent of its population in 10 years! What becomes of them? Did they die or have they moved to Seattle? The people of the last city should take warning. Omaha now has the largest population of any city in the world, which will be a real injury to the city in the coming few years. It is said this 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 distance of the supposed population at that time. No one who knows the business men and politicians of Seattle would think of accusing them of padding their enumeration, but they should take care that an unintentional mistake is not made by some irresponsible enumerators, whereas of 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 hard.

Eastern Oregon Railroad Topics. Carson Topics.

A party of O. R. & N. surveyors is in the field making a survey for a line down Powder River to the Snake, and to Lewistown. A Baker City business man, whose source of information is headquarters itself, tells us that within 10 months the whistle of the locomotive will be heard in Eagle Valley. An interesting chapter in the history of 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 holder of Orman & Crook time checks. This sum is about 20 per cent of the outstanding 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

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