FAMOUS AMERICAN ART GALLERIES

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

FAMOUS ART GALLERIES OF THE WORLD

VII.

(Continued.)

Of an earlier date is the famed "Horse Fair," by Rosa Bonheur; familiar through engravings and prints from one end of the country to the other, and it is a work that will never grow stale, for it has big qualities, both in painting and drawing, as well as in conception. Here, too, are all of the Barbison school of painters, with many examples of each, and the popular men, such as Bouguereau, Cabanel, Gerome, Corot, Henner, L'hermitte, Le Febvre, Lerolle and Vibert, to name only a few. Munkacsy, Muller, Knaus, Hans Makart and others—Germans, Austrians and Italians—may also be studied through a long and comprehensive list. Earlier back, we have the great Constable, who may be said to be the father of the French school of the "men of 1830," as they are called, who were so attracted by the work of this distinguished English painter and the remarkable colorist, Turner, beloved of Ruskin, whose writings helped to draw attention to the man. By him there are two important examples, and then we go further back to the distinguished group of Georgian painters, often referred to as the "Early Englishmen," sturdy portraitists and painters of our ancestry across the sea. Virile old Sir Joshua Reynolds, sturdy Raeburn, brilliant Gainsborough and suave Lawrence, Hoppner, Romney and all the rest of them may be seen and analyzed.

Mr. Marquand has given a whole roomful of old masters, including a sumptuous Rembrandt, the "Portrait of a Man," and other work; the remarkable full length by Van Dyke of James Stuart, Duke of Richmond; a Velasquez, a Rubens, Holbein, Leonardo da Vinci and many more, making a really wonderful collection. Then there are the lesser Dutchmen, other Flemish, Italian and English painters, many of them of the best. The American painters, both of the earlier set and the more modern men, are moderately well represented, though other galleries contain more complete collections. Still there is a good showing, particularly of the men who flourished from the early '30s to the late '90s. A fine portrait of Mr. Marquand by John S. Sargent must be noted, and there are two masterpieces by the late George Innes. The sculpture is of a historical interest, rather than artistic, although there are not wanting many good pieces. Among the donors has been the late Miss Catherine Wolfe, who bequeathed to the museum all the pictures in her galleries, together with the sum of $200,000 with which to maintain and increase the collection. The museum is accessible to the public, and there are no restrictions whatever, while every facility is offered to the student to familiarize himself with its treasures.

The year 1870 seems to have been a propitious time for the founding of museums or their enlargement. The Metropolitan and the Boston Museums were organized in that year, and Congress during the same year chartered the Corcoran Gallery of Art, which was made possible through the liberality of the great philanthropist, William W. Corcoran. In this year the Pennsylvania Academy of Fine Arts, finding it had outgrown the proportions of its old building, arranged for a new site. This institution had its first building in Chestnut street, Philadelphia, destroyed by fire in 1845. Its present abode in Broad street dates from the centennial year. A large proportion of the $500,000 which it cost was subscribed by about 150 business houses and private citizens in sums ranging from $1000 to $10,000, mainly through the untiring exertions of James L. Claghorn, then president of the institution.

In 1886 a $100,000 endowment fund was subscribed, and this has since been increased by $32,000, of which $71,000 was left by George S. Pepper, ninth president of the academy. Edward L. Cary, fourth president; Henry C. Gibson, a vice-president, and Joseph E. Temple, a director of the academy, have left collections and funds, while the Field collection, from a daughter of Richard Peters, Jr., one of the founders of the academy, has also been added. The late John S. Phillips bequeathed some 40,000 engravings and etchings, together with an endowment of $12,000 for the care and the increase of the collection. The academy has a very comprehensive collection of American work, beginning with that of Benjamin West, whose "Death on a Pale Horse" is here; continuing with Gilbert Stuart, who is represented with more than 20 portraits, including what is claimed to be the original of the famous Lansdowne portrait of Washington. Among the modern Americans there are excellent examples by William M. Hunt, John S. Sargent, Alexander Harrison, Thomas Eakins, Winslow Homer, John W. Alexander, William M. Chase, Thomas Shields Clarke, George de Forrest Brush and Cecilia Beaux. A large exhibition of current work is held annually in the galleries, and its collections and schools are among the most important in the country.

It was not until 1879 that the Boston Museum of Fine Arts came to occupy its present quarters in Copley Square, and in the 21 years that have elapsed since then its collections have so rapidly increased that the land has been acquired in Huntington avenue, near the Fens, where it is proposed to erect a large and imposing structure. Among its other funds is the sum of $750,000 left by Henry L. Pierce, which is quite unrestricted. Indeed, most good Bostonians who die in possession of wealth, if they do not provide bequests for Harvard College, leave something, as a rule, to the Museum of Fine Arts.

It was eminently fitting that so thoroughly American a city as Boston should have in its museum a fine collection of native work, and special attention has been given to the early painters, the collection being particularly rich in examples by Gilbert Stuart, Washington Allston, and, of course, the sturdy American in whom Boston takes such pride, John Singleton Copley. Allston is represented by some 25 works, including portraits, compositions, landscapes, copies of old masters and heads, together with sketches, unfinished oils, studies in sepia, chalk and many drawings. Most interesting and valuable are the canvasses by Gilbert Stuart, than which no gallery has so complete a collection. Unquestionably the most notable of these is the famous "Atheneum" head of Washington, which was painted from life in 1796, and which is familiar through reproductions of all sorts. There is also a portrait of Martha Washington, which was painted at the same time, as well as the portrait of Washington at Dorchester Heights, which Stuart is said to have painted in nine days.

The late Dr. Oliver Wendell Holmes once said that "to have a portrait in the family painted by Copley is to most Bostonians a trademark of respectability." Here may be seen likenesses of many prominent people, including General Warren, John Hancock, Samuel and John Quincy Adams and many others. Naturally, of course, the late William M. Hunt is well represented. There are two portraits of himself, one of a lady, some studies of figures and animals, with a landscape or two, all of which are most interesting and show the man's strong personality. With them are many of his drawings. The ancient pictures are fairly representative, and there are a number of works by the early Englishmen, but the late Frenchmen are better in evidence. Corot has a portrait, five excellent landscapes and a figure composition; Jean Francois Millet has a portrait, two pictures and 30 drawings and water colors, and Thomas Couture, he of the "Decadence of the Romans," has five works. There are several native achievements, pictures executed within recent years, that have been noteworthy efforts and called forth popular approval. Among these may be mentioned "El Jaleo," by John S. Sargent; John W. Alexander's "Pot of Basil"; George de Forrest Brush's "Mother and Child"; the "Caritas" of Abbott H. Thayer; Elihu Vedder's "The Roc's Egg," and George Fuller's "Arethusa."

Note.—This study, by Arthur Hoeber, of New York, will be concluded on Wednesday next.

"LOST," BY A. F. A. SCHENCK, IN THE METROPOLITAN MUSEUM.

"THE HORSE FAIR," BY ROSA BONHEUR.
(In the Metropolitan Museum.)

THE BOSTON ART MUSEUM.
(From Edwin Liebfried.)

WEEKLY CROP BULLETIN.

Recent Rains Have Been of Great Benefit to Grass and Pastures.

Following is the weekly crop bulletin issued by the Oregon Section of the Climate and Crop Service:

General Summary.

The fore part of the week was warm and dry, while the closing days were cool and showery.

In Western Oregon the maximum or day temperatures ranged between 57 deg. and 87 deg., and the minimum, or night, temperatures between 46 and 60 deg. In Eastern Oregon these variations were for day temperatures between 48 and 88 deg., and for night temperatures, between 42 and 56 deg.

Taken as a whole, the days have been cooler than usual, owing to an excessive amount of cloudiness, while the nights have averaged above the normal. The mean temperature of the week was slightly higher than that of the preceding one and 3.1 deg. below the mean of the corresponding week last year.

The rains have been of great benefit to pastures and grass, and while delaying threshing and hoppicking to a slight extent, it is not thought that any particular damage has resulted.

Hoppicking was actively pushed during the fore part of the week, and is now nearly completed in all but a few of the larger yards. Some damage has been done by black blight, or mold, as it is commonly called, but the damage is not sufficient very materially to affect the total yield.

Prune-drying continues. The recent rains have caused some of the Italian prunes to crack, and unless warm, sunshiny weather prevails soon, considerable damage will result.

The harvesting of small grain is practically finished, except in portions of Eastern Oregon, where a few fields are yet to be cut.

The following threshing yields are reported this week: Clackamas County, wheat, 5 to 12 bushels; oats, 10 to 25; barley, 15; Union County, wheat, 15 to 35.

Threshing will continue for some time.

A good crop of corn is being cut and shocked.

Potato digging is progressing; the crop, as a rule, is fair.

Work has commenced on Summer fallow, but more rain is needed for Fall plowing.

Grapes are ripening rapidly, the warm weather during the fore part of the week being very favorable for maturing this crop.

Apples continue promising.

Willamette Valley.

Alsea, Benton County, C. P. Fullerton.—More or less rain during the week; sufficient has fallen to start grass. Stock is in good condition for Winter.

Forest Grove, Washington County, S. T. Walker.—So far as I know, all grain has been secured. A few stacks of hay are yet to be baled. Prunes are about half harvested; some Italians not ripe enough, and driers shut down for a few days. Many would like to see rain enough to start plowing; enough has already fallen to begin sowing on Summer fallow. Grapes are ripening, and a good crop is expected. But few potatoes ready to dig yet.

Woodburn, Marion County, T. F. Hayes.—The last week was rainy and cool; vegetation made good growth; pastures are looking green; gardens and late potatoes were greatly benefited by the rains. Hoppicking is well advanced; yield and quality very good; but little complaint of mold. If the rains continue some damage may be done to the late hops that are not picked.

Graeme, Clackamas County, Clyde Baker.—The rain today (Friday) will delay hoppicking; hops are of extra good quality and an average crop will be harvested. Threshing is completed, wheat yielding 5 to 12 bushels; oats, 10 to 25. Gardens are in good condition.

Albany, Linn County, H. C. Jordan.—Heavy showers on evening and night of the 14th. Italian prunes are being gathered; they are large and of good quality; the rain has caused some to crack. Farmers are preparing Summer fallow for another crop.

Coast District.

Illahe, Curry County, E. H. Price.—The last week has been cool and foggy, with light showers; wind southwest; changing to west. Small grain and hay are gathered. Corn and late potatoes are ripening fast, and will be ready to harvest in about two weeks if it does not begin to rain steadily. Grass is beginning to appear since the rain. Stock looks very well, and if the weather should continue warm, with occasional rains during October, grass will be far enough advanced to insure against loss.

Norway, Coos County, Sol J. McCloskey.—First part of the week dry and hot, with a number of forest fires raging, making the atmosphere very smoky. Last part of the week cool, with a few showers, which started clover and grass. Threshing about completed. Some patches of late potatoes yielding very well; peas and corn also good.

Southern Oregon.

Table Rock, Jackson County, S. M. Nealon.—Cool and cloudy; thunder storms Wednesday night. Threshing not yet finished. No frost yet. Not enough rain to be of any benefit to pastures.

Wilderville, Josephine County, J. M. Hoxie.—Showery most of the week. Hops are not as heavy as usual, but are better in quality. Corn is being cut and shocked.

Melrose, Douglas County, Henry Scott.—Cool, cloudy and threatening weather prevailed during the last week. More rain needed to begin plowing and start grass.

Columbia River Valley.

Hood River, Wasco County, Harbison Bros.—The recent rains have caused farmers to commence sowing wheat. Prune-drying and apple-picking are absorbing the attention of fruitgrowers. Some late cutting of clover is being done under difficulties. The apple crop is unusually heavy, and all other crops are fully up to the average this season.

Plateau Region.

Union, Union County, E. W. Davis.—The weather has been fine for harvesting, and with some good weather next, week threshing will be practically finished. The yield on the valley farms is from 15 to 35 bushels per acre. The majority of them in this immediate vicinity run from 18 to 22 bushels. A. B. WOLLABER,
Acting Section Director, Portland, Or.

James E. Orton Home.

James E. Orton, son of Mr. and Mrs. John Orton, who live at 153 Stanton street, Albina, surprised his relatives yesterday morning by arriving home, after a four years' absence spent in the Navy, the most of the time being spent on board the Oregon. They were naturally pleased to see him. He enlisted at Mare Island as an apprentice in 1896, and put in about six months respectively on the Independence and the Adams, and was then transferred to the Oregon in 1897 at Seattle, just before Captain Clark received orders to start on his memorable voyage around the Horn to Cuban waters. Young Orton had the great privilege of being on the Oregon while plowing her way through the waters of both oceans and witnessed the stirring scenes at Santiago, when the Spanish ships came out of the bay and attempted to break through the American fleet. He was stationed, with some others, in reserve ready to take the place of whoever might fall, and where he had a good opportunity to see a considerable portion of the famous naval battle, and the long chase after the Cristobal Colon. He remained on the Oregon until she was ordered to Manila, and was discharged from the service last April at Yokohama, his term of enlistment having expired. With about 50 others, whose terms of enlistment had expired, he came on to San Francisco on the Solace, and arrived home on the overland. During his four years' term he was home two days only. He has traveled many thousands of miles and enjoyed a vast and rich experience, and is content to live on land.

Oregon Indian School Plans.

WASHINGTON, Sept. 18.—The finished plans for the new dormitory at the Umatilla Indian School, Oregon, have been submitted to the Secretary of the Interior for his approval, and if he acts favorably, the same will be submitted to bidders and proposals invited at an early date.

AUGUST WHEAT EXPORTS

PORTLAND STANDS NEAR THE HEAD OF THE LIST.

Excelled by But Four Other Ports—Steamship Tyr Clears for Vladivostock With Big Cargo.

The August returns of the Bureau of Statistics present some interesting figures on Portland's growing prominence as a wheat shipping port. The shipments from this port, as given by the Government statistics for the month of August, as well as for the first eight months of the current calendar year, are exceeded by those of but four other ports in the United States. For the month of August the Oregon metropolis has advanced from seventh place a year ago to fifth place this year, ranking ahead of San Francisco, Philadelphia, Baltimore and a number of other quite pretentious districts. Puget Sound was in eleventh place last August, and is still there. The shipments for August this year and one year ago were as follows:

Port.	Aug. 1900.	Aug. 1899.
Galveston	1,424,762	2,078,586
New Orleans	1,230,537	676,800
New York	1,216,391	2,034,531
Boston and Charlestown	736,445	584,837
Portland, Or	730,901	550,020
Philadelphia	678,288	546,363
San Francisco	375,010	420,643
Baltimore	321,031	1,765,906
Superior	248,005	856,519
Duluth	212,897	157,290
Puget Sound	61,008	131,360
Newport News	5,000	.....
Mobile	1,976	.....
Norfolk and Portsmouth	72	34,000
Other customs districts	1,086,415	296,197
Totals	8,303,748	10,121,041

In the shipments for the eight months of the current year, Portland makes an equally good, if not better showing. Puget Sound shows a heavy decline, as compared with a year ago, but manages to hold the same relative position as at that time, becoming ninth on the list, compared with Portland's fifth place. In detail the shipments for the eight months ending September 1 were as follows:

Port.	1900.	1899.
New York	11,269,142	16,840,163
San Francisco	8,812,725	3,101,247
Boston and Charlestown	6,689,947	7,228,439
Galveston	6,670,688	9,130,306
Portland, Or	6,068,542	4,621,366
New Orleans	4,756,962	7,985,880
Philadelphia	2,932,858	2,841,429
Baltimore	2,538,221	7,164,859
Puget Sound	2,166,397	2,921,584
Superior	2,704,716	3,234,468
Duluth	1,421,397	1,621,784
Newport News	761,455	407,523
Mobile	27,423	359,668
Norfolk and Portsmouth	124	140,578
Other districts	2,686,704	3,066,859
Totals	58,739,239	70,666,144

TYR FOR VLADIVOSTOCK.

Norwegian Steamer Clears With a Big Cargo.

The Norwegian steamship Tyr cleared yesterday for Vladivostock with a cargo of flour, provisions and ammunition, which are consigned to Kunix & Albers, a big mercantile firm at the Siberian city, but which undoubtedly will eventually find their way into the hands of the Russian Government. The Tyr is one of the largest carriers for her tonnage that ever visited this port, and according to her manifest, she has aboard 28,350 barrels of flour, valued at $78,000, and 125,743 feet of dressed, and 23,654 feet of rough lumber, valued at $3536. There is also 500 cases of rifles and ammunition and nearly a thousand cases of canned meats and provisions. The steamer will leave down the river this morning.

Portland has been enjoying a good trade with Siberia for the past two years, and the prospects for a heavy increase in the business in the near future are good. The Tyr will be followed in this trade by the Eva, which goes by way of Hong Kong, and a larger steamer is reported to be listed to sail direct from Portland next month or early in November.

DIVERTING THE TRAFFIC.

Montreal's Shipping Business Quietly Slipping Away.

MONTREAL, Sept. 18.—A large proportion of the shipping business which has heretofore gone by way of Montreal will in future be transferred to Boston. The general manager of the Elder-Dempster Line, David Campbell, in a speech to members of the Montreal Corn Exchange, said Montreal had been asleep. No company would come to this port when more favorable terms could be had elsewhere. He added that at the next meeting of his company at Liverpool he would advocate the advantage of trading from Boston.

J. C. Smith, general traffic manager of the Canada-Atlantic Railway, announced that owing to the lack of facilities at the port of Montreal his road, which this year will handle 11,000,000 bushels of grain, would in future ship grain from Quebec.

THE THOROUGHFARE SUNK.

Southern Pacific's Big Freight Ferry at Bottom of Bay.

SAN FRANCISCO, Sept. 18.—The Thoroughfare, the big freighter of the Southern Pacific, which ferries cars across the bay, sank late last night in her slip at West Oakland, and this morning the water is level with the upper deck. The men in the hold had a narrow escape, and succeeded in getting away from the sinking steamer only in time to save their lives. There were 24 cars on the vessel when she sank.

The accident was caused by the men who loaded the vessel putting so many heavy coal cars on one side that the water poured in through the open port holes on that side, flooding the engine-room and hold.

TWO STEAMERS SUNK.

Fatal Collision Between British and German Vessels.

LIVERPOOL, Sept. 18.—The British steamer Gordon Castle and the German steamer Stormarn collided in Cardigan Bay Sunday night and both vessels sank. Twenty of the persons on board the Gordon Castle were lost. The Gordon Castle was of 1295 tons net, and was built at Glasgow in 1871. She was 307 feet long, 34.4 feet wide and 25 feet deep. She was owned by the Steamship Gordon Castle Company, Ltd. (McClay & McIntyre, of Glasgow). The Stormarn was of 355 tons net, and was built at Kiel in 1880. She was 176 feet long, 25 feet wide, and 15½ feet deep. She was owned by the Nord Ostee Rhederei, of Hamburg.

WILLIAM LAW DAMAGED.

Another of the Portland Grain Fleet Reaches Queenstown in Trouble.

Advices to the Merchants' Exchange yesterday report the arrival of the British ship William Law at Queenstown in a damaged condition. The vessel sailed from the Columbia April 27 with a cargo of wheat shipped by the Portland Flouring Mills Company, and, according to the report received yesterday, she encountered a storm on July 6, in which she lost one of the boats, had the cabin flooded and the rail started. The last season's grain fleet from this port was an expensive one for the underwriters, and they will probably feel easier when the last of the vessels arrive out.

Lily of the North Wrecked.

HALIFAX, N. S., Sept. 18.—The Lily of the North, which left Halifax last Summer with supplies for the Peary Arctic expedition, is lost. The loss is reported from Cape Breton, but nothing additional, save that the crew was saved, has reached here.

Two Lives Lost.

NEW YORK, Sept. 18.—The tug America, of the New York Tug Company, was sunk and two lives lost off Canal street, North River, this morning. She was run into by the Atlantic transport liner Minnehaha.

Marine Notes.

The new Tillamook steamer Sue Elmore will leave on her first trip on the coast route tomorrow.

The American bark Harry Morse, which sailed from Astoria for Alaska with cannery supplies last Spring, returned yesterday.

The British ship Portia arrived in last evening after a good trip of 49 days from Acapulco. She is under charter, and will leave up tomorrow.

The British ship Marathon arrived up yesterday afternoon and anchored in the stream. The Riversdale and the Jupiter will finish loading today.

The barkentine Tam O'Shanter, which has so many fast passages between San Francisco and the Columbia River to her credit, arrived in yesterday afternoon after a slow trip of 18 days from San Francisco.

Domestic and Foreign Ports.

ASTORIA, Sept. 18.—Arrived—American bark Harry Morse, from Alaska; barkentine Tam O'Shanter, from San Francisco; British ship Portia, from Acapulco. Condition of the bar at 5 P. M., smooth; wind, northwest; weather, clear.

San Pedro, Sept. 18.—Arrived—Steamer Grace Dollar, from Gray's Harbor.

San Francisco, Sept. 18.—Arrived—Steamers Golden Gate, from Seattle; Lueila, from Tillamook; Arcota, from Coos Bay; Victoria, from Oyster Harbor. Sailed—Steamer Mineola, for Nanaimo; schooner S. Danielson, for Siuslaw River; schooner Mispa, for Coquille River.

Port Townsend—Arrived September 17—British ship Fortevoit, from Antwerp.

Cape Nome—In port September 5—Steamer John S. Kimball; steamer Charles Nelson, steamer Alliance, steamer Oregon, steamer Charles D. Lane, U. S. S. McCullough, tug Discovery, whaling steamer Thrasher, steamer Albion, steamer Dora, schooner Sequoia, barge Skookum.

Seattle—Sailed September 17—City of Topeka, for Skagway; steamer Humboldt, for Skagway. Arrived—British bark Ventura, from Port Townsend.

Victoria—Arrived September 17—British steamer Amur, from Skagway.

Hong Kong—Sailed September 15—British ship Westgate, for Vancouver.

Sydney—Arrived September 17—Steamer Aorangi, from Vancouver.

Lundy Island, Sept. 18.—Passed—British ship Stronsa, from Tacoma for Queenstown.

Callao—In port September 17—British ship British Isles, for Port Townsend.

London, Sept. 18.—Arrived—Minneapolis, from New York.

Plymouth, Sept. 18.—Sailed—Pennsylvania, for New York.

New York, Sept. 18.—Sailed—Tauric, for Liverpool; Kaiserin Maria Theresa, for Bremen; Servia, for Liverpool. Arrived—Laurentian, from Glasgow.

Queenstown, Sept. 18.—Arrived—Waesland, from Philadelphia for Liverpool.

Boulogne, Sept. 18.—Arrived—Maasdam, from New York, for Rotterdam, and proceeded.

EAST SIDE AFFAIRS.

Enrollment in Suburban Schools—Other Matters.

The enrollment in the Woodstock, South Mount Tabor, Russelville, Montavilla and Mount Tabor No. 5 yesterday of pupils entering for the year was 800. This number was divided up as follows: Woodstock, 65; South Mount Tabor, 109; Russelville, 95; Montavilla, 200; Mount Tabor No. 5, 350. In the main building of the latter district the enrollment was 261 and in the Glencoe building 89. The enrollment at all these schools is from 5 to 10 per cent ahead of what it was last year at the opening. These suburban districts are greatly affected at the opening by the absence of families in the hopfields, who usually return before the close of September. In the Woodstock School there are over 100 pupils in the district, and Professor Miller, the principal, figures up that 96, and possibly 100, will be in the school before the close of the month, when all the families have returned home. South Mount Tabor is not generally affected by this cause, and the increase in that district during the month may not be more than 10. In the Russelville district there are quite a number out. In the Montavilla district the opening attendance is about 10 per cent ahead of what it was last year, but there are fully 100 pupils out who will enter before the month closes. This district is affected by the hopfield exodus more than any of the other suburban districts. The school children of the district number 420, and the enrollment at the close of last year was 300. Professor Leatherman expects a large increase before the month is out. The schoolhouse in this district is the most attractive of any in the county outside of Portland. No. 5, Mount Tabor, opened with an increased attendance, but many are absent, and the attendance there will soon run above 400. Professor Durrette, the principal, says that many families in that district have not yet returned from the hopfield. The census shows that the school population of No. 5 is over 600. These five suburban districts open the year under prosperous conditions in all lines. Generally houses are all occupied, and the schools will fill up during the month. It is estimated that the enrollment in these districts will reach 1050 by the close of the month.

A. J. Knott's Funeral.

The funeral of A. J. Knott, announced to take place this afternoon at 2 o'clock, has been postponed until tomorrow afternoon at the same time. This postponment was necessitated for the reason that Mrs. Phalon, a daughter living in San Francisco, will not arrive in time to attend the funeral this afternoon.

East Side Notes.

At the corner of Belmont and East Thirtieth streets yesterday morning a car of the City and Suburban Railway ran into the vegetable wagon of George Lang. The wagon was badly wrecked and vegetables were scattered along the street for about a block. No one was injured in the collision.

Thomas H. Ryan, employed in the Southern Pacific carshops, is a fourth cousin of Abraham Lincoln. He has been employed there for the past three years. There is considerable resemblance between Mr. Ryan and the great commoner. It may be stated, however, that he will not vote for Bryan, in spite of the fact that Bryan clinches his arguments with alleged quotations from Lincoln's speeches.

The friends of Rev. F. E. Dell, formerly pastor of the First United Brethren Church, who was transferred to Philomath at the last conference, will regret to learn that his health has again given way. He has been compelled to resign from that charge, and is now living on the East Side. Since last May his health has continued to fail. It was hoped that he might be restored by rest, but this has not been the result.

Dr. Wise, room 614, The Dekum.

Scissors Again.

Tacoma News.

One Seattle man has sued another for having given him a loaded cigar. In Seattle practical jokes are not relished when they are played on the natives. Any kind of a joke is good over there, if the injured party is a Klondiker or a Cape Nome pilgrim. The robbing of a passing stranger is cause for exuberant merriment, while a neatly executed hold-up has been known to throw leading citizens into hysterical fits of laughter.

The Pinkham Remedies

For disorders of the feminine organs have gained their great renown and enormous sale because of the permanent good they have done and are doing for the women of this country.

If all ailing or suffering women could be made to understand how absolutely true are the statements about Lydia E. Pinkham's Vegetable Compound, their sufferings would end.

Mrs. Pinkham counsels women free of charge. Her address is Lynn, Mass. The advice she gives is practical and honest. You can write freely to her; she is a woman.

INTEREST IN BUFFALO FAIR

Chamber of Commerce Agrees to Recommend a State Appropriation.

At yesterday's meeting of the trustees of the Chamber of Commerce a letter was presented from Samuel T. Wolffsohn, special commissioner of the Pan-American Exposition, to be held in Buffalo next year, asking for the influence of the Chamber of Commerce in getting an appropriation from the Legislature for an exhibit. In the letter, Mr. Wolffsohn said:

Portland, Sept. 15.—George Taylor, President Chamber of Commerce, Portland, Or.—Dear Sir: I desire to call the attention of the Chamber of Commerce to an exposition to be held in Buffalo, N. Y., May 1, to November 1, 1901, known as the Pan-American Exposition.

In the official invitations extended to all the governments, and the people of North, South and Central America, these governments and peoples have been invited, "to join in commemorating the achievements of the 19th century by holding the Pan-American Exposition in the City of Buffalo, State of New York, from May 1 to November 1, 1901." Its object is to illustrate the progress and civilization of nations in the Western Hemisphere, to strengthen their friendship, to inaugurate a new era of social and commercial intercourse with the beginning of a new century. Recognizing the importance of such an exposition, a large number of representative and commercial organizations of the United States have voluntarily passed resolutions strongly supporting the idea and purpose of the exposition. The attitude of these organizations was well expressed by the resolutions adopted by the Chamber of Commerce of New York, and by the Board of Trade of Chicago, pledging "their cooperation in the effort to make the exposition a pronounced success."

The object of this letter is to request your honorable body to petition the Legislature of this state to appropriate sufficient funds, so that the State of Oregon may be creditably represented in its timber, mining, horticultural, agricultural and manufacturing interests, which are just beginning to attract the attention of this country. I also desire to ask your co-operation and individual efforts to obtain such an appropriation so that the State of Oregon may show to the nations of the Western Hemisphere its vast and bountiful resources.

The secretary was directed to acknowledge receipt of the letter and to say that at the proper time the Chamber of Commerce would take up the matter again and recommend to the members of the Multnomah County delegation in the Legislature that favorable action be taken.

The Copper Cliff Mining Company, with offices in Michigan and mines in South Dakota, wrote to inquire about Portland as a location for a graphite plant; Walter S. Lyle, of Pittsburg, wrote to inquire about establishing a pickling and preserving plant here. Both letters were referred to the Manufacturers' Association.

The communication from the Board of Trade suggesting the propriety of joint arrangements for a mass meeting of citizens to consider Portland's business situation was taken up, and the committee mentioned in the communication—L. B. Cox, P. L. Willis and Tyler Woodward—was invited to meet with the trustees of the Chamber of Commerce at its regular meeting next Tuesday to consider the matter.

Hood's Sarsaparilla has proved a sure cure for rheumatism. Be sure to get Hood's.

FIT THE GROCER.

Wife Made the Suggestion.

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"One day my wife suggested that inasmuch as I was selling so much Postum Food Coffee there must be some merit in it, and suggested that we try it. I took home a package, and she prepared it according to directions. The result was a very happy one. My nervousness gradually disappeared, and today my nerves are all right. I would advise everyone affected in any way with nervousness or stomach troubles to leave off coffee and use Postum Food Coffee."

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