## CITY'S CASH ACCOUNT

How the Various Funds Stood October 20.

POLICE WORSE OFF THAN NOTHING

Special Balance Sheet Prepared for Use of the Council to Meet Present Emergencies. .

The following statement of the condion of city finances has been prepared by dittor Devlin at the request of the mem-s of the Common Council, in order that they may be able to study and thoroughly stand the financial situation. It comprises statements of all moneys received nd expended from January 1 to October 20, 1900, and the available the different funds. There is also a statement of the amount of taxes ap-portioned to each fund, less 5 per cent, the amount collected, and the amount which it is estimated will be collected for each fund during the remainder of the year, which shows that the total ents amounted to \$27,113 80; that \$168,864 99 has been collected, and that the amount which will probably be collected during the remainder of the year fm \$48,126 St.

General Fund. Cash bal. Jan. 1, 1900...\$25,516 93 War. outstanding Jan. 1 6,709 85 Available bal. Jan. 1....529,107 08 \$ 29,107 08 Reccipts—
General licenses. 148.157 60
Delinquent taxes 4.878 31
Dog licenses 6.44 50
Fines & posts Mun. CL 15.376 50
Mincellaneous 7.887 84 Fransfer from Police department fund..... 15,000 00— 185,154 75

\*Of the amount transferred from the general fund to the police department fund as a temporary loan, the sum of \$15,000 has been returned to the general Fire Department Fund.

Avail, bal. Jan. 1, 1900. \$14,453 42-\$14,453 42 Delinquent taxes, sundry Frankferred from gen-eral fund and bonded ind. Interest fund...... 14,238 20—59,701 28 681 49 \$74,154 70

Transferred in pursuance of ordinance Police Department Fund.

Myafi, bal. Jan. 1, 1800. \$ 2,122 16-\$ 2,122 16

Mwall bal. Oct. 20, 1900 \$67,637 31 Oash bal, Jan. L 1900. \$56,784 91 na, do .... 1940 00- 1,960 50 Avail, bal. Jan. 1, 1909. \$54,834 41-\$54,834 41 Receipts—
Cellinquent taxes, 1889. \$ 2.169 19
Celty taxes, 1990. \$ 2,807 82
From water committee
to pay int. on E. P.
water bonds. 15,000 00— 15.000 00-8 70,977 01

Weirrants paid ......\$ 92,436 00 Coupons outstanding... 7,000 00 Trans. to fire dept. fund 4,011 69 200,560 94 Deduct coupons and warrants outstanding Jan. 1, 1900, which are inc. in last amount. 1,960 60 Avail, bal. Oct. 20..... 24,198 98-125,811 42

coupons due Nov. 1. \$10,695 00 coupons due Dec. 1. 14,956 00 coupons due Jan 1. 29,375 00 Light Fund. % cullable balances Jan. 1, 1800 .... \$ 3,954 99 nt taxes, 1899. \$ 1,901 52

War, drawn to Oct. 20.\$35,122 71 Avail. bal. Oct. 20...... 2,418 47— 37,541 18 Street Repair Fund. Cash bal Jan 1, 1900...\$1,665 75 War. out. Jan 1....... 54 94 Awati, bal. Jan. 1, 1800 ... \$1 600 85- \$1 600 81 Receipts— Delinquent taxes, 1899... E16 92 City taxes, 1900........... 5,280 83— 5,697 75

Improvement Bond Interest Fund. Balance January 1, 1900..........\$1,515 52 interest...... 719 % \$9,969 80 Disbursements— Coupons paid to Oct. 20.... 25,692 39 Coupons out. Oct. 20.... 28 60

Interest due on improvement bonds Nov. I and Dec. 1, 1900, and Jan. 1, 1901. Estimated Collections. Statement showing amount of taxes apportioned the different funds, allowing 5 per cent for delinquents, amount collected to October 20, 1900, and estimated collecons during the remainder of the year:

Avail. bal. Oct. 20, 1900... 268 81— 9,969 80

Due less. Bst. 5 per c. Collected Collect. F. D. fund. \$ 54,278 44 \$ 42,346 23 \$12,032 21 P. D. fund. 47,488 64 36,956 44 10,833 20 Bond. Ind. int. ind, int. Bond ind int. fruid ... 67,848 07 52,807 82 15,040 25 Light fund ... 60,708 84 21,664 67 9,004 17 8t. Pep. fund. 6,784 81 5,280 88 1,503 98

Oregon Apples in Iowa.

Iowa State Register.

The apples of Oregon are evidently almost as good as those raised in this state. L. L. Cassidy brought an Oragon apple to the Register office yesterday, and though the monster weighs 18 be sure and use that old and well-tried remedy, and though the monster weighs 18 be sure and use that old and well-tried remedy, and though the monster weighs 18 be sure and use that old and well-tried remedy, and though the monster weighs 18 be sure and use that old and well-tried remedy, and though the monster weighs 18 be sure and use that old and well-tried remedy, and though the monster weighs 18 be sure and use that old and well-tried remedy, and though the monster weighs 18 be sure and use that old and well-tried remedy, and though the monster weighs 18 be sure and use that old and well-tried remedy, and though the monster weighs 18 be sure and use that old and well-tried remedy, and though the monster weighs 18 be sure and use that old and well-tried remedy, and though the monster weighs 18 be sure and use that old and well-tried remedy, and though the monster weighs 18 be sure and use that old and well-tried remedy.

made an even bushel. The apples, which are of the Hing variety, were raised at Hood River, Or., by E. E. Savage, a former Des Moines citizen.

EAST SIDE AFFAIRS.

Offer of Tuition for Pupils in Woodstock School-Other Matters.

Yesterday Dr. Ciaffin, chairman of the board of directors of the Woodstock School District, received a notice from the secretary of the Portland District that the Portland District will pay Woodstock \$6 per annum for each pupil attending the Woodstock District from the Portland District. At a recent meeting the directors of the Woodstock District passed a resolution that they would require all outside pupils to pay tuition as follows: cousing pupils to pay tutton as follows: All pupils up to the sixth grade, \$15, and all pupils above that grade, \$18 per year. There are 10 pupils attending whose pa-rents live in the city district. The offer of \$8 per pupil is what the city district receives from the state. It is the same offer made a year ago and rejected, and a school was started in the Evangelical Church. It is said by the directors of the Portland District that they have no authority in law to pay more than the \$8 in the way of tuition. Dr. Claffin states that the \$15 and \$18 mentioned in the resolutions only covers the cost to which the district is put in consequence of these outside pupils coming to school. The \$5 offered will be rejected, and the parents of the pupils affected will have to man-age to send their children to Clinton Kelly, or some other city school, or keep them out of school. The matter will soon be settled, as the Woodstock directors meet and answer the communica-

Double Reception.

A reception was given to Rev. G. W. Gue, D. D., pastor of Centenary Methodist Church, and Rev. L. E. Rockwell, D. D., presiding elder of Portland disthe suditorium of Centenary trict in Church last night. There was a large at-tendance, and good feeling prevailed. Dr. T. C. Humphrey presided. The pro-gramme was opened by prayer by Rev. John Flinn and a selection on the grand organ. Mrs. E. S. Miller sang "At the Gates of the Temple" with fine effect. Samuel Roome, representing the Sunday school, gave a brief talk, in the course of which he thanked Dr. Rockwell, the retiring paster, for the interest he taken, and also Mrs. Rockwell for her ald. He welcomed the incoming pastor. Then Mr. Mace, of the Epworth League, made appropriate remarks. J. B. Easter, in behalf of the official board, spoke some pleasing words about the future of Centenary, and welcomed Dr. Gue. Then came the responses from Dr. Rockwell and Dr. Gue, the former speaking first. Dr. Gue made a very vigorous talk, in which he expressed his satisfaction over the kindly greetings that had come to him and Mrs. Gue. He said the work of the church was progressing finely in all lines. The speakers referred kindly to Mrs. Gue, who is too ill to be out, having been an invalid for some time. After the conclusion of the addresses a social half hour was spent, when the evening came to a happy conclusion. There were pastors present from many

Congregational Meeting.

A congregational meeting of the Third Presbyterian Church, East Ninth and East Oak streets, will be held in the church next Thursday evening to consider the call the pastor, Rev. Robert Mc-Lean, has received to go to Cuba as superintendent of Presbyterian missions. The members are very much aroused over the prospect of losing their pastor, and no doubt will make a strong protest to the presbytery against severing the pastoral relations. A special meeting of the presbytery will be called in the near fu-

Fate of the Monkeys. The monkey brought from the Philip-pine Islands by General Summers is dead. Bonded Indebtedness Interest Fund. For some time the animal was kept at the Stephens addition hose house, with the one brought home by E. Borden, but the climate did not agree with the men- Glenmorag was blown up by dynamite key and it died. Mr. Borden's monkey felt the loss of his companion so severely that it was necessary to place him in the City Park, where there would be companionship. This latter monkey was one of the mascots of the Second Ore-gon and has quite a history. At San Francisco he was stolen and escaped the but was badly bitten by a dog, his tail being shortened and his nose disfigured. He passed through all his adventures and was finally restored to Mr. Borden, and now is safely lodged in the

> his life in peace and happiness. Funeral of Esther Shaw. The funeral of Esther Shaw, whose death occurred at Walla Walla Tuesday, took piace Thursday morning from the Smith Memorial Church, Fairview, her home. Rev. W. T. Scott conducted the services, assisted by a quartet. There was a large attendance of the friends of the family. The public school was dismissed to permit the pupils to attend the There were many handsome ces, white being the prevailing color. The church was decorated with Autumn foliage. Miss Shaw died of infiammation of the brain and peritonitis. She had gone on a visit to her sister, Mrs. Donnelly, at Walla Walla, when she was taken sick. She was born at Portland January 6, 1884, and moved to Fairview in 1887, with her parents.

City Park, where it is hoped he will end

Recalling Events. Benjamin Smith, son of Contractor Smith, of Sellwood, who was injured over three weeks ago and unconscious most of the time since, is now recalling events that occurred at the time of the accident at Rufus. He remembers when he went out on the trestle from which he fell, but nothing after that until he was taken to his home at Sellwood. He has no recol-lection of being in the hospital. He is cheerful and knows a serious accident befell him, but every day is recollecting past occurrences. Mr. and Mrs. Smith, who had been under a great suspense, are much relieved over the improved condition of their son.

East Side Notes. Caleb Parish, an old resident of Portland, is critically sick at the home of his son, George Parish, 372 East Eighth street, near East Harrison, and it is feared that he may not recover

A waiting-room has been built on the Oregon City Railway south of Holgate street about two blocks. There is a considerable settlement at this point and this convenience will be appreciated this The funeral of George H. Pettinger.

who died at St. Vincent's Hospital from injuries received by falling from the Jefferson-street dock, took place yesterday afternoon from the home of his son, W. E. Pettinger, at Sellwood. Multnomah cemetery was the place of Interment, St. David's Church has secured the vet-

ran double male quartet for tomorr morning's services. The quartet is com posed of the following: Judge 8. Bul-lock, leader: W. S. Powell, C. W. lock, leader; W. S. Powell, C. W. Tracy, J. R. N. Sellwood, A. M. Cummings, John Totals .....\$217,115 80 \$168,984 90 \$48,128 St Shaver, H. A. Kenath and H. R. Little-

THREE MORE WHEAT SHIPS

OCTOBER FLEET IS RECEIVING VERY QUICK DISPATCH.

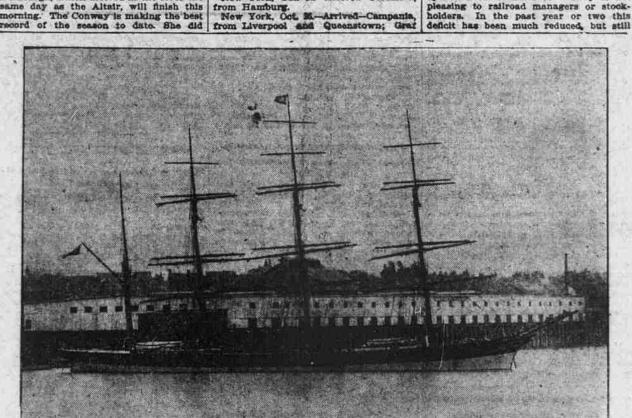
Altair, Conway and County of Edin burgh Will Be Ready for Sea Today.

Quick dispatch continues to be the rule for the Portland grain fleet, and all of the ships which arrived in the early part of October will be ready for sea before the end of the month. The German ship Altair, which arrived October 7, finished loading last evening, and the County of Edinburgh, which arrived in the river the same day as the Altair, will finish this morning. The Conway is making the best

Coryphene, for Port Townsend; scho Saller Boy, for Gray's Harbor. Port Arthur-Arrived previous to Oct. 29-Eddsvoldt, from San Francisco. Liverpool-Arrived Oct. 25-Servia, from New York. Queenstown, Oct. 25.—Arrived—Lucania, from New York for Liverpool. Glasgow—Arrived Oct. 25.—State of Ne-

Seattle.
Southampton, Oct. 26.—Sailed—Auguste
Victoria, from Hamburg for New York via Cherbourg. Liverpool, Oct. 26.—Sailed—Georgic, for New York. Why a railroad property that is not self-supporting should be desired by any company is a question that is much dis-cussed in connection with the report of negotiations for the transfer of the Ore-Queenstown, Oct. 25.—Sailed—New Eng. land, from Liverpool for Boston.

New York, Oct. 25.—Arrived—Hesperis. from Naples etc. Boston, Oct. 26.—Arrived—Sylvania, from gon & California lines to the Northern Pacific. A deficit of \$500,000 a year in the Liverpool.
New York, Oct. 35.—Arrived—Columbia, operation of 653 miles of railway is not from Hamburg. New York, Oct. 35.—Arrived—Campania



BRITISH SHIP W. J. PIRRIE. IN PORTLAND MARROW.

The British ship W. J. Pirrie, which cleared from Portland last week, and has since been lying at Astoria, offers an excellent illustration of the small cost attached to moving wheat between Portland and Astoria. The above picture is from a photograph taken in Portland harbor a few minutes before the ship started down the river. She was loaded to her fullest capacity, and was drawing 22 feet 6 inches, and carried 4222 tons of wheat. The regular towing tariff on a vessel the size of the Pirrie is \$500 from sea to Portland and return, the bar towage being 70 per cent of this amount, and the river towage between Portland and Astoria 30 per cent. This makes the actual cost of towing the Pirrie to Portland and back to Astoria \$240, or 5.68 cents per ton. Even this remarkably low figure has been heaten by carrying larger cargoes, the Royal Porth going through from Portland to Astoria last season, with 5123 tons of wheat aboard, at a cost of less than 5% cents per ton.

and reached Portland October 16. and by Plymouth.
noon today she will be ready for sea. Moville,
Eleven days for discharging a thousand from New tons of ballast and loading 3000 tons of grain is by no means the record for ships in this port, but it is the best that has been done here this season, and is ahead of anything on the Coast for the season

The Altair and the County of Edin-burgh will carry full cargoes of wheat, and the Conway will take about 6000 tons of wheat and 2400 tons of barley. The French burk Europe is taking in stiffening at the Elevator dock, and the Deccan is loading at Greenwich dock.

COMING TO PORTLAND. Glenmorag Is Here, and Potrimpo

Will Fellow. The last bargeload of the British ship Glenmorag arrived at Portland a few days ago, and it is reported that the Ger-man bark Potrimpos will be brought to this city by the same methods in the near future Both of these vessels were chartered to load at Portland several years ago, but missed the river and also their canceling dates. Enough money was spent in attempting to get them off the beach intact to build a pair of ships fully as good as either of them. The and it is reported that the Oregon Round Lumber Company will use the

same methods for disposing of the Potrimpos. This company has recently brought to Portland the ancient guns which frowned down from Cape Hancock on the incoming ships, and blew them into pot metal with dynamite. These guns were so far out of date that for years they have served only as ornaments, and they were bought by the Ore gon Round Lumber Company for a versmall price, and will be melted over into

something more useful.

The Columbia River lightship, which has spent nearly a year in about the same position as that of the Potrimpos, is apparently about as far from water as ever, but, as she is built of wood, it will hardly prove profitable to blow her to pieces with dynamite, as there would be no market for the frag-

THE CROWN PRINCE. Part of the Crew Beauted, but Pate of Others Uncertain.

LONDON, Oct. 26.-The Norwegian bark Crown Prince, Captain Sorenson from Darien September 21 for Liverpool, reported vesterday by the British steame Romsdalen, off Prawl Point, was aban-doned waterlogged on October 11, in latitude 37, longitude 66. The captain and seven seamen, who were rescued by the Romsdalen, have been landed at Dover. The remainder of the crew are supposed to have been picked up by the British ship Claverdon, Captain Kelway, which sailed from New York October 8 for Yokohama.

British Brig Sunk. NEW YORK, Oct. 26.-Eggers & Hein lein received a dispatch today dated Porto Cortes, Honduras, from Captain Montgomery, of the British brig Carib, which sailed from New York September 19 for Cape Graclos and other Honduras ports, stating that the Carib had been run into by the steamer Iberia and suni was a total loss. All on board saved. The Iberia is a Norwegian fruit steamer trading between New Orleans and Porto Cortes. She was built at East Boston, Mass., in 1830, and registered 154 tons. Her halling port was Belise, Honduras. She was owned by Eggers & Heinlein, of this city.

Domestic and Foreign Ports. ASTORIA, Oct. 28.—Arrived down—Brit-ish ship Kilmory. Condition of the bar at 5 P. M., rough; wind, east; weather,

Seattle-Arrived Oct, 25 Steamer Kinshiu Maru, from Yokohama; United States steamer Manning, from Nome. Port Townsend, Oct. 25.—Arrived—Ship Dunreggan, from Honolulu; United States steamer Lawton, from Nome; ship Par-chim, from Nagasaki. Port Los Angeles-Sailed Oct. 25-Ship

Fort Los Angeles-Salted Oct. 20-Ship Cromartyshire, for Portland. Port Townsend, Oct. 26.—Salled—Ship Hawaiian Isles, for Melbourne. Queenstown—Arrived Oct. 26—Ship Ach-nasle, from Tacoma. London Oct. 26.-Arrived-Bark Lisbeth, from Tacoma. Falmouth, Oct. 26.—Arrived—Ship Holy

wood, from Seattle, and ordered to Birk-enhead. Lizard-Passed Oct. 25-Ship Peru, from Chemsinus for Southampton. Hamburg, Oct. 26.—Arrived—Fuerst Bis marck, from New York via Plymouth and Cherbourg.
San Francisco, Oct. 25,—Arrived—Steamer Mackinsw, from Scattle. Salled—Bark

not arrive in the river until October 14. Waldersee, from Hamburg, Boulogne and the Oregon lines of the Southern Pacific Oct. 26.-Arrived-Ethiopia, from New York. Hamburg, Oct. 25.—Arrived—Pretoria, from New York.
St. Michaels, Oct. 26.—Passed—Kaiser

Wilhelm III, from Genoa, Naples and Gibraltar for New York. Liverpool, Oct. 26.—Arrived—Bovic, from

HOPS AND WOOL.

Why the One Is High and the Other Product Low.

Oregon hopraffers are obtaining nearly double for their product this year, com-pared to last. In 1899 the average price paid for hops in this state was 8 cents a cound, and now good hops are bringing 1 cents. Dealers consulted on the subject yesterday say the increase in price is due to London demand for the best quality. Oregon hops are the best in the world this year, and so naturally London looks to Portland for her supply. A prominent exporter of hops said:

"Oregon produces the best hops in the world when conditions are right, and they have been right this season. Where the vines were properly sprayed, the mold obtained no foothold and the producer now has the satisfaction of being offered a good price. There are some hops con ing in, however, which are not strictly first-class, as you may see by the dir-ference in these samples." Here he took two shalf-pound packages of hops and placed them on the counter. One was of a clear, golden yellow, without a dark speck visible. "This is the best quality," he said, "and we will have no difficulty in obtaining the top price for the bale it came from when this sample reaches Lon-

The other sample was of a dull, dark color, indicating mold in the interior of the hop burs. This came from the field of a hopraiser who does not think it pays to bother about spraying, and he will have to take less for his hops.

Both California and Washington hop-raisers must sell their product for about 2 cents lower than Oregon this season on growing and picking seasons.

Prices of wool have reversed, however, as last year. Valley wool brought 20

\*\*\*\*\*\*\* ATTENTION! UNREGISTERED VOTERS.

If you failed to register for any reason other than that you are not a qual-ified voter, you should prepare to prove your qualifications before election day. Secure the affidavits of six fresholders that you have a right to vote, and take the documents to the polls with you. You can get the blanks, and have the affidavits taken without cost, at 103 Third street, or in the Burkhard building, on the East Side.

\*\*\*\*\*\*\*\* cents a pound, while the present ruling price is about 14% cents. The campaign has a good deal to do with this decline, as wool is always tinkered with when Congress decides to modify tariff laws. Protection and free trade are subjects of great importance to the woolgrower as a result, and the mere shadow of fear that Bryan may be elected has stopped all pur-chases of wool, although Eastern Oregon warehouses are full of it, and woolgrov ers are anxious to accept the first re munerative offer. Buyers will not invest when there is a chance of wool going away down in the event of tariff revision, which might follow-Bryan's election and a change in the complexion of Congres sional politics. There is plenty of wool in the world this year, and if it is let in, free of duty, the price will go away be ow what it is now .

No Vice-Presidential Mansion. CLEONE, Or., Oct. 23 .- (To the Editor.)—Will you please state in your pa-per whether or not any provision is made for a dwelling for the Vice-President, other than his regular salary, and where does the Vice-President usually live, i. e., in what part of Washington. A SUBSCRIBER.

The United States has a White House for the President. If the Vice-President is lucky enough to become President he moves into the White House. If he does not, be lives a hand-to-mouth existence on \$8000 a year wherever in Washington suits his pleasure.

For a Cold in the Head, Lexative Bromo-Quinine Tablets. Harris Trunk Co, for suit cases, are far from showing a profit to the les

WITH OTHER LINES.

Whole-Enormous Lumber Trade

Coming.

The matter of bookkeeping is supposed by many to play an important part in the financial showing of the Southern Pacific lines in Oregon. That is, it is assumed that by arbitrary and unequal divisions earnings really belonging to these lines go to the credit of Southern Pacific proprietary lines. Of course, it would be impracticable to divert any part of the purely local earnings so they would show to the credit of other divisions of the Southern Pacific system, but the inter-change of traffic is supposed to give op-portunity for manipulation of accounts against the Oregon lines.

C. F. Wilder, freight auditor of the Southern Pacific system, who has been in Portland two weeks checking over the records of the Northern Pacific Terminal Company, and who has charge of the distribution of earnings to the various parts of the entire Southern Pacific system, was asked by a reporter what his practice had been relative to the credits allowed to the Oregon lines. He said there had never been any attempt to take earnings from these lines; that division and always been made on mileage basis for all traffic interchanged, except that in some cases where the Oregon line had but a short haul, more than the mileage pro rata had been allowed on the usual theory that it costs proportionately more

to handle freight on a short hau'.

'Moreover," said Mr. Wilder, "during all the term of my service with the Southern Pacific I have never been instructed to vary from the facts, from the usual computation of earnings and expenses. for or against any part of the Southern Pacific system. If the figures are as quoted, that is the true showing made by the Oregon lines, their actual earnings being credited to them in full " As to the negotiations for the transfer

of the property or its advisability, Mr. Wilder would not express an opinion.
While the details of the transaction are, of course, unknown to outsiders, it is understood that the method proposed for accomplishing the transfer was to get the stock of the Oregon & California into hands friendly to the Northern Pa-cific, perhaps J. P. Morgan & Co., which concern reorganized the Northern Pacific Railway Company. Then the readjustment of the lease would remain to be accomplished, which, it is presumed, would not be a difficult matter. This would bring the Oregon lines into harmony with

the Northern Pacific. "I don't suppose any petty disagree-ments of managers had any consideration in this matter." said a railroad man yeserday. "The Germans, who are so large terday. The Germans, who are so large-ly interested in the Oregon & California and Northern Pacific, probably looked at the map and concluded it would cost less to send Oregon products to market down the Willamette and up the Columbia than over that terrific mountain grade in the Siskiyous, and that it would be money in their common pocket to make the north-ern connection rather than the southern. That's about what will be found in this thing when it is ciphered down to its lowest terms."

Another view of the matter is taken by some. The \$19,000,000 of stock and \$19,625,-000 of bonds is said to be altogether too much of a load for 653 miles of railroad to carry. It is more than \$59,000 per mile. this is absolutely necessary to the integrity of the property. Interest on the bonds must be promptly paid. On this theory it is necessary that the Oregon & California go through a process of squeezing to get the water out of its stock before it can become a paying property. Just how this would be arranged is a puz-zle to those not on the inside. To put the company through bankruptcy court, this is, to let it default on its bonds and go through foreclosure, would do it. But this cannot be done so long as a strong company like the Southern Pacific is

bound to pay the interest.

Another thing that must transfer of the Oregon & California is its immense land grant. This is not taken into consideration in any statement of earnings and expenses made by the lesses because it is not touched by the lease. But it gives a totally different aspect to the property. Though the operation of the railroad itself may not yield profit, it is not doubted that the company is a profitable concern when all its holdings are taken into consideration. The theory upon which the Government land grant was bestowed was that it would warrant the investment of capital in a railroad through a country not sufficiently devel-oped to make the transportation enterprise immediately profitable. This was the only excuse for the land grants. In this case, the land grant must be taken with the railroad

The Northern Pacific has acquired several hundred thousand acres of land in Oregon in the past 18 months as Heu selections for the portions of its grant in-

Nearly all of this land is naturally tributary to the Oregon & California as the nearest railroad. President Mellen says his company has appraised this land and holds it for sale in any quantity dep Nearly all this is timber land. As FINANCIAL STATUS AND RELATIONS developing lumber market is in the East the ratirouds contemplate a heavy busi-ness in this line in the coming years, and it is presumed that the matter of getting the long haul on this immense traffic is not overlooked by the Northern Pacific. The Oregon timber industry is but bes n-ning to develop, and it is sure to reach Land Grant Makes the Rail Lines

Division of Cheap Rate. Passenger officials of the railroads be-tween Chicago and St. Paul and those from St. Paul to the Northwest are quarreling about divisions of the cut rates made for prospective settlers in the Northwest, says the Chicago Inter Ocean. The question of divisions was discussed at a meeting here recently and apparently an agreement was reached. Now there

is a dispute as to the agreement, which was so worded that it is ambiguous.

The Chicago-St. Paul lines contend that they are entitled to \$9.45 on every "set-tler's" ticket from Chicago to the Northwest, while the lines beyond St. Paul declare that \$125 is the amount which should accrue to the Chicago-St. Paul a latter have the best of the argu-

ment because they collect the money and the lines beyond St. Paul are at their morcy. The Great Northern cut the rates for settlers in the Northwest in a manner that greatly displeased all the railroads in the Western Passenger Association. The action of the Great Northern, emulated by the Northern Pacific and Soo lines, has almost resulted in a demoralization of rates throughout Western Passenger Association territory. What Tweed Says of It.

NEW YORK, Oct. 26 .- In an interview today relative to the current report that Vanderbilts have obtained control of the Southern Pacific Railroad, Charles H. Tweed, an official of the company, said: Vanderbilt may have bought the stock in the open market, but so far as I know the control of the road has not changed."

Transportation Men. B. Goodall, of Goodall, Perkins & Co., arrived in Portland yesterday and is at the Portland Hotel.

Traffic Manager J. G. Woodworth, of the Pacific Coast Company, arrived last evening from Seattle, and is at the Port-

Freight Auditor C. F. Wilder, of the Southern Pacific, who has been in Port-land for two weeks checking over the records of the Northern Pacific Terminal Company, completed the work yesterday and left last evening for a short trip to Puget Sound before returning to San F. R. Rigden, ticket agent of the Union

Pacific at Denver, is spending a short va-cation in the Northwest, and he left Portland yesterday for Puget Sound. E. L. Boas, connected with the traffic department of the Union Pacific at Omaha, was in Portland yesterday.

FROM MR. HUGHES AGAIN. He Airs Once More Differences in Port of Portland Commission.

PORTLAND, Oct. 28 -(To the Editor.)-I notice in The Oregonian this morning a statement as to the pumps of the dredge Portland, which, though evidently based on information obtained from the executive committee of the Port of Portland Commission, and published in good faith, is untrue, and therefore misleading to the public. It is untrue that the Lesourd pump was a success, or the Smith pump a failure. In fact, neither pump proved a "grand success" or a failure. If anything, the Smith pump was and is the

when the executive committee was using the dredge to cut a channel for the North Pacific mills, in January, February and March last, the Lesourd pump worked in about the same class of material as that handled by the Smith pur during the short time it was operated. The reports of the committee show that during these three months, 1261 hours' work, 371,638 yards of material moved; in round numbers, an average of 26 Glencoe yards per hour. The Smith pump worked 372 hours and moved 198,396 (as mittee report); in round numbers, 291 yards per hour. But the Lesourd pump worked in still water, and with a straight discharge pipe. The Smith pump worked in the swift current of the Columbia. The expert on the executive committee, who has been constituted general manager, lays the pontoons, on which the discharge pipe rests, side to the current, and attempts to keep the line straight from a fastening at either end, the engths of iron pipe being foined by rubber joints. The consequence is one or more buckles, diminishing the flow, and consequently the force of the pump, by from 25 to 50 per cent. When the writer called the attention of the general man-ager to this, he was informed that it made no difference. The gentleman, being of a serious turn of mind, had probably never buckled a hose to stop the flow. The fact is that when the circumstances under which the work was done are considered, the reports of the committee show the Smith pump to be fully 50 per cent the better pump. But It is also a fact that the reports made are prepared in absolute ignorance, and published with a self-conceit bred of a total lack of knowledge of the subject. It is a physical impossibility that the amount of material reported as moved should have been moved under the conditions reported, let alone those actually existing. The best proof that the Smith pump was and is the better pump was and is that, notwithstanding the buckled discharge pipe, the discharge was decidedly stronger than that of the Lesourd pump at any time. ELLIS G. HUGHES.

The "Steck" plano-Wiley B. Allen Co.

LIKE OPIUM EATERS

Coffee Drinkers Become Slaves. The experience, suffering and slavery of some coffee-drinkers would be almost as interesting as the famous 'Confessions of an Opium-Eater," says a Beston man, W. J. Tuson, 131 West Newton street. "For 20 years I used coffee at the breakfast table and, incidentally, through the day; I craved it as a whisky-drinker longs for his morning bracer. perfectly well that it was slowly killing

me, but I could not relinquish it. "The effect on the nervous system finally alarming and my general healto greatly impaired. I had dyspepsia, serious heart difficulty, and insomnia. When I would lie down I would almost suffocate. My doctor assured me it was due to the action of caffeine (which is the active principle in coffee) on the

"I persisted in its use, however, and suffered along just as drunkards do. One day when I was feeling unusually depressed, a friend whom I met looked me over and said: 'Now, look here, I believe I know exactly what's the matter with you. You're a coffee flend, and it's killing you. I want to tell you my exmy nerves, affected my heart, and made me a sallow, bilious old man, but through a friend who had been similarly afflicted I found a blessed relief and want to tell you about it. Try Postum Food Coffee, you about it. Try Postum Food Conce, a grateful, delicious beverage, full of nourishment, that will satisfy your taste for coffee and feed your nervous system back into health, rather than tear it down, as coffee has been doing.

"I took my friend's advice and within

a week from that time my digestion seemed perfect, I slept a sweet, refreshing sleep all night, and my heart quit its quivering and jumping. I have been steadily gaining in health and vitality cluded in the National forest reserves. I right along

## REPUBLICAN

CAMPAIGN IN BEHALF OF

McKinley and Roosevelt

JUDGE GEORGE H. WILLIAMS. Oregon City ...... Saturday, Nov. 1 HON. JOHN H. MITCHELL. alem Tuceday, Oct. 3
acksonville Wednesday, Oct. 3
mixland 1:30 P. M. Thursday, Nov.
ottage Grove Friday, Nov.
tugene. 2 P. M. Saturday, Nov.
toppner Moning, Nov. HON. WM. M. COLVIG. Fugens Monday, Oct. 29
Canyonville 1:30 P. M. Tusselay, Oct. 30
Williams Wednesday, Oct. 30
Kerby 2:30 P. M. Thursday, Nov. 1 HON. O. F. PANTON. Grove....... Saturday, Oct. ROBERT F. BELL, ESQ. J. F. BOOTHE, ESQ. HON. J. C. LEASURE. HON. C. B. MOORES. .....Thursday, HON. JOHN H. M'NARY. HON. CLAUD GATCH.

dileton Saturfay, Oct. 27
utidals Tuesday, Oct. 30
enth Ward Club. Wednesday, Oct. 32
ter City Saturday, Nov. 3 GOVERNOR T. T. GEER. . Monday, Oct. Tuesday, Oct. Thursday, Nov. f. Friday, Nov. Saturday, Nov. HON. THOMAS H. TONGUE. fedford ....... 2 P. M. Saturday, Oct. acksonville ..... T:30 P. M. Saturday, Oct. Clamath Falls ..... Tuesday, Oct. JUDGE S. A. LOWELL.

HON, RUFUS MAL. Friday, Nov. Saturday, Nov. HON. TILMON FORD. Eligin Wednesday
La Grande Thursday
Milton 2 P. M. Friday,
Mount Angel Monday
Monday SENATOR C. W. FULTON. 

HON. R. G. SMITH. HON. S. B. HUSTON.

HON. C. M. IDLEMAN. Gale's Creek 2 P. M. Saturday,
Bourne Monday,
Granite Tuesday,
Sumpter Wednesday,
Baker City Saturday HON. G. W. STAPLETON. . Saturday, Oct. 27

JUDGE J. C. MORELAND. Saturday Oct. 27 Aurora E. B. TONGUE, ESQ. COLONEL J. B. EDDY. Oct. 29, 30, 31 wa County ...

COLONEL S. C. SPENCER. Garden Home Sandy Moniar, Oct. 29
Eagle Creek ... 2 P. M., Tuesday, Oct. 30
Springwater .2 P. M., Wednesday, Oct. 81
Tigardville ... Friday, Nov. 3 HON. WALLACE MCAMANT. Fossil ...... Tuesday, Oct. 36 Condon ...... Wednesday, Oct. 31

exington ...... Saturday, dilton ..... Monday, JUDGE J. E. MAGERS. Cascade Locks ...... Saturday, HON. WALLIS NASH. Saturday, Oct. 2T

Coburg Saturday, Oct. 27
Linaton Tuesday, Oct. 30
Fith Ward Club. Wednesday, Oct. 31
Sellwood Thursday, Nov. 1
Shoridan Friday, Nov. 2 CHRIS A. BELL, ESQ. HON, GORDON E. HAYES. Marquam Saturday, Pleasant Hill Tuesday, Sunnyside (Clackamas Co.) Thursday, Maple Lane Briday

Further assignments of speakers will be made from day to day. GEO. A. STEEL, Chairman. WILLIS S. DUNIWAY, Secretary.

## No More Dread of the Dental Chair

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