## MADE A NEW RECORD

Thyra on Her First Trip Lost But One Horse.

**EXCELLENT SHOWING FOR PORTLAND** 

No Other Animal Transport Has Done So Well on First Trip-Will Return to Portland.

The best record ever made by an animal transport on her maiden trip was made by the Thyra, which was fitted up for the Government by Wolff & Zwicker, of this city. The Thyra left Portland in Octo-ber, with 500 horses, and the only animal Sost on the trip was one horse, which died with the colle two days before reach-ing Kobe. News of the splendid trip of he transport was brought in a letter re-selved by Mrs. Henry Nunn, wife of the veterinary surgeon in charge, and the small boats and were later picked up and Government has also been advised of the fine condition in which the animals were they took a steamer for this city. ed in the Orient, every one of them gaining in flesh on the trip across. The credit for this splendid achievement is largely due to the excellent work per-Wolff & Zwicker, and to the charge. When it is considered that mals on the two lower deeks must be pumped in by electricity and the stoppege of the muchinery for a few hours would result in great loss of life, the perfect condition of the Thyra's equipment can

evious to this trip of the Thyra's the lest loss of life on a maiden trip of nallest loss of life on a malden trip of my of the animal transports was that the Lennox, which landed all but four of her animals. On a subsequent voyage the Lennox landed every animal in good order and made a new record by so doing first trip, however, is always feared on account of the machinery being new and stoppages liable to ensue. Both the Thyra and the Lenzex have made ex-cellent records for the port from which they were sent, and the Thyra has done so well on her first trip that she will be sent back to Portland for another carge of antimals at once. Dr. Henry Num. who has proved so successful in his calling has been in the employ of the Gov-ernment about a year, spending all of the time previous to his voyage on the Thyra previous to his voyage on the Thyra Captain Wainwright, who purchased early all of the horses sent from the

CROMARTYSHIRE IN PORT. Ship Which Collided With the Illfated French Liner.

The British ship Cromartyshire and the Norwegian bark St. Jorn arrived up from Astoria yesterday. It has been over three years since the Cromartyshire was in port, and since that time she has met ith a disaster which will keep her name in marine annals for all time. in marine annais for all time. The story of the fatal callision between the Cromartyshire and the French liner La Bourgoone is pretty familiar to all renders. It was a terrible tale, which will never be forgotten. Divested of all of its horgers and in the pressic language of the Cromartyshire's log, it reads as follows: "July 4.5 A.M. Denne for resistion of

July 4. 5. A. M .- Dense fog: position of ship, 60 miles south of Sable Island; ship under reduced canvus, going about 4 or 5 knots per hour. Fog horn kept going regularly every minute. Heard steamer's whistle on port bow, seemed to be going very fast. We blew horn and were an-swered by steamer's whitele, when all of a sudden she loomed up through the for our part bow, and crashed into us, going at a terrible speed. Our fore top must and main topsulant mast came down, bringing with it the rards and everything attached. I immediately or-fered the boats out, and west to examine the damage. Four of the boats were completely cut off, and the plates were twisted. The other ship disappeared through the fog. Our ship was fleating on her collision bulkhead, with no im-mediate danger of sinking. We were at work immediately to clear the wreckage ship on the starboand side, which was hanging over the starboard bow, in Was manning or punching holes in the bow. Weather, cloudy. Heard the steamer blowing her whistle. Liverpool, Nov. 15.—Sailed, Beigenland, for Philindelphia. shot. We threw up a rocket and fired several shots, but neither saw nor heard anything. About 5:30 the for lifted somewhat and we saw three boats pulling toward us, with the French flag flying. We signalled them to come alongside, and found the ship was La Boursogne, from New York for Havre, and had gone We laid to all day and received on board about 200 survivors from among the passengers and crew. Thuy were re-ported to be in all about 200. About 3 P. M. another steamer hove in sight, head-ing westward. We put up signals N. C. (want amstance.) The steamer bore down toward us. She proved to be the bound from Glasgrow for New The captain agreed to take ngers aboard and tow my ship to Hali-

The Cromartyshire reached Halifax in safety, and after repairs was taken to New York, where she loaded oil for the far East. At the time of the collision she was in command of Captain Henderson, but since being repaired she has been in charge of Captain Reid, who is well known in this port as former master of the Pifeshiro. The ship is lyting in the stream, but will come into the dock today to discharge a part cargo of cement,

SOUTH SEA CANNIBALISM.

Ing Adventures.

BAN FRANCISCO, Nov. 16.—The schooner Mascotte, which has arrived here from the South Seas, brings tales of cannibalism and the massacre of blacks on the savage Islands. For the past two years the Mascotte has been trailing be-tween the Solomon Islands, New Guinen and New Ireland. Her deck rails and sails hear the marks of cannibals' spears and bullets. The schooner arrived at Komali, in the

Admiralty group, just after the murder of Herman Matscke, the trading agent there. This was on August 29. The Mascotte dropped ancher in the barber as Three cances shot out from the land. Captain Macco and a boat's crew went ashore and found that the copyn-houses had been Booted and that the trader's home was a In the yard of the latter a big pot was still shaling over the dying em-bers of a fire, and in the pet were found some of the benes of the trader. The eaunibals had not gone far. They

had found in the agent's house 15 guns, and with these they returned for Captsin Macco and his crow. A hasty retreat was made to the schooner, and the camibals potted them with their stoken guns. Once aboard the Mascotte the captain turned loose all the available arms. The bullets from the savage Islanders found marks in the salls and decks and riddled the forevall. Captain Macco brought into

The Mascotte, which is an auxiliary er, steamed to Kusai, in the Carhines, and neilled the German sloop of war Secodler of the murder. Both schooner and warship returned to Komati and the native villages were shelled. Eighty villages were destroyed by fire, 150 natives were killed and 20 were taken

In June the Mascotte put into Matty Island, in the Solomon group, and two traders with ashore with the supercarge, A great crowd of natives, seening a big feast, made for them and filled the air feast, made for them and filled the air and Ireland. Just over 500,000 of these with spears. Captain Macoo turned loose work underground.

his Winchester and killed one of the cannibnis. This stopped the rest for a mo-mant, then another savage bit the dust This completely mystified the camibas They turned their dead over and fountwo big holes in their bodies. more fell and the rest of them took to the

RUBY A. COUSINS WRECKED. Seattle Schooner Goes to Pieces

Near Prince William Sound. SEATTLE, Nov. 15 .- The schooner Rub Cousins, which salled from this port cargo of Government supplies for the soldiers at Port Valdes, now lies a total wreck in the Narrows at the estrapoe t Prince William Sound, Captain F. I Dodwell, her master and owner, returne from the north today, bringing details of the disaster.

The Cousins was wrecked while trying The Cousins was wrecked while trying to pass through the Narrows without the aid of a tug. Captain Dodwell was entirely familiar with the waters of the Narrows, but sneountered adverse currents, and the vessel rapidly drifted onto the shoals, where she was pounded to pieces before any attempts could be made to save her valuable cargo, which was totally ruined. The wreck was attended with no loss of life. The crew escaped in small boats and were later picked up and

A Rescue in Mid-Ocean PHILADELPHIA, Nov. 15 .- After finating on the ocean in a helpless condition on a sinking vessel for five days, Captain Anderson and his crew of 13 hands, of the Norwegian bark Highflyer, arrived here today, having been rescued by the British steamer Georgian Prince, Captain Fiett, from Hull. During the five days that the crew were at the mercy of the waves they only saw two steamers. The first one, according to Captain Anderson, came within half a mile of his vessel, but steamed away without giving aid. The second ship sighted was the Georgian second ship sighted was the Georgian Prince. The Highflyer sailed from Campbellton, P. E. I., for Newport, Wales, Oc-tober 19, with a cargo of lumber. Eleven days out the bark encountered a severe gale, which tore away her sails and strained the vessel so that she sprang a leak of nine inches an hour. All hands were kept busy at the pumps, so that the bark could be kept affoat until a passing vessel could render assistance. Four days passed, and the morning of the fifth day a trans-Atlantic liner passed near, but answered the distressed vessel's signals only by raising a flag. The Georgian Prince fired the derelict.

Swallow Was a Smuggler. NEW BEDFORD, Mass., Nov. 15 .- Cap tain Henry W. Morse, of the bark Swallow, has been held in \$2000 bonds for the grand jury by United States Commis-sioner Clifford, charged with smuggling into this country 43 passengers from the Western Islands. The passengers, it is claimed, were surreptitiously landed be-fore the vessel came into port. The de-

fense put in no case.

Missing Schooner. BOSTON, Nov. 15 .- No tidings have yet en received from the schooner Henry ppitt, which was reported being driven by the South Shoal lightship in a dis masted condition during the hurricane last Friday. The schooner left Balti-more October Z. with a cargo of 1339 tons of coal commigned to E. R. Norton. of this city. She was one of a feet of vessels detained in Hampton Roads and did not leave there until November 5.

The Olga's Salvage.

SAN FRIANCISCO, Nov. IX.—In the United States District Court today A. H. Spreckles, as agent of the owners of the tamboats which pulled the stranded ship Olga off the beach near the entrance to this harbor, will libel the vessel for \$175,-000 salvage

Foreign and Domestic Ports. ASTORIA, Nov. 15,-Arrived at midnight and left up at 1:50 A. M. steamer Alliance, from San Francisco and way ports; arrived down at 8:50 A. M. and sailed at 5:30 A. M. Norwegian steamship Hergrihus for Hong Kong and way Salled at 6 A. M., Steamer Despatch, for San Francisco, Left up at 8:20 A. M., German ship Maine, Condition of the bar at 5 P. M., smooth; wind, southwest;

15.-Sailed, Kaiser Cherbourg. Wilhelm der Grosse, from Bremen, for

New York. New York, Nov. 15.—Arrived, Trave, from Bremen, Salled, Auguste Victoria. for Hamburg, via Plymouth; La Champagne, for Havre.
Liverpool, Nov. 15.—Arrived, Teutonic. Bremen, Nov. 16 .- Arrived, Lahn, from New York.

New York, Nov. 15.—Arrived, Furst Bis-marck, from Hamburg. Hamburg, Nov. 15.—Arrived, Deutsch-land, from New York, via Plymouth. Rotterdam, Nov. 15.—Arrived, Spaarn-dam, from New York, via Boulogne; salled, Statendam, for Boulogne and New

York. Francisco, Nov., 15 .- Arrived. San steamer Victoria, from Oyster Harbor; steamer Mattewan, from Tacoma; schooner Melanethon, from Willapa Harbor; bark Gatherer, from Tacoma; schooner Antelope, from Coquille River; steamer Amethyst, from Coquille River, Salied, steamer Warfield, for Chemainus; steamer Progress, for Tacoma, Port Gamble—Arrived, Nov. 14, bark Fresno, from Port Townsend. Tacoma—Sailed, Nov. 14, ship Governor

Roble for Sydney. Vancouver, B. C., Nov. 16.—Arrived, Empress of China, from China and Japan. Dunnel Head, Nov. 15.—Passed, Hecla, Schooner Mascotte Tells of Interest- from New York, for Christiania and Co

Glasgow, Nov. 15.—Arrived, Bardinlan, from New York, Queenstown, Nov. 15.—Sailed, Belgenland (from Liverpool), for Philadelphia, London, Nov. 16.—Sailed, Minneapolis, for New York,

How Parks Promote Education.

Chicago Tribune.

Parks and boulevards, screets lined with
trees and green lawn spaces, are not only necessity, but are ornaments-a part of a city's dress suit that no prosperous and well-built city can be without. They are wealth-producing, which is proved by the higher value in boulevard frontage and lands bordering on parks, Confining us to parks, their educational value is great. Here we meet the artist sketching or painting, the entomologist in search for new discoveries, the amsteur gardener in pursuit of more knowledge. Spring and Fall classes from our public schools in-vade the pastoral plantations for botan-ical studies or to obtain practical lessons in ornithology. Thus the parks become a veritable outdoor college open to all, the playgrounds of the millions; rich and p allke are welcome to their balmy, health

Military Element Dominates Bussin.

Chautauquan.

Chautauquan.

The Caur depends upon the support of the dominant clars, the military aristocracy, and it is to the will of the Caur, as modified by the will of this class, that we must look for an explanation of Russian policy. The pride of this class is intense, and demands the upbuilding of Russia, and that is best subserved by peace. Should this need of served by peace. Should this need of peace for Russia cease, the powerful mili-tary machine that is being organized, along with raliroxida, canals and ports, would be set in motion, and the Char's benevolent dream would lose its charm for Russia,

There are 75,000 miners in Great Britain

MORE GATEWAYS

NEW HOUTE FOR THE UNION PA-CIPIC TO BEACH SEATTLE.

Has Disadvantages but Would Serve a Purpose-How Will Portland Fure in Adjustment?

More gateways, not fewer, appears to be the programme for the transconti-nental lines. The opening of Denver and Stiver Bow and a freer exchange at Spokane it more probable than theclosing of Ogden. All these point to friendller re-lations between the interests represent-ed by E. H. Harriman and J. J. Hill. By the arrangement for interchange at Spokane that is now deemed probable, the Union Pacific would be admitted to Se-attle and Seattle would virtually get another transcontinental line. As the mat-ter now stands Puget Sound can get into all that country between Denver and the Missouri-a vast lumber market-only over the Northern Pacific-Burlington route. The roads cannot carry via St. Paul because the Burlington's rates based

on the shorter mileage, which rates the St. Paul lines would, of course, have to meet, would demorshize their St. Paul business and other intermediate rates. The Great Northern cannot get into Kansas, Nebraska or Colorado through St. Paul, but by opening the Spokane gate wide it can take Puget Sound lumber and deliver it to the Union Pacific (O. B. & N.) at Spokane and the Burlington territory can thus be reached via the Union Pacific. On weathound Puget Sound busi-ness the Union Pacific has been at a great disadvantage because, under a de-cision of Judge Desdy about 12 years ago, the Northern Pacific is not obliged to accept Union Pacific cars at Port-iand. The Union Pacific can haul to Portland, but must here break bulk and transship in Northern Pacific cars to Puget Sound at full local rates. This keeps the Union Pacific out of the Puget Sound country. The proposed arrangement is to give the Union Pacific free access to Seattle over the Great Northern via Ums-

tilla and Spokane.
Of course this would be a differential route; that it, it would have its disadvantages. Westbound traffic would have to page Umatilla Junction, whether its to pase Umatilia Junction, whether its destination were Portland or Seattle. From Umatilia to Portland is 187 miles down grade, and from Portland to Seattle over the Northern Pacific is 186 miles on a good grade and through a country that yields much business, a total of 378 miles. From Umatilia to Spokane the distance is 286 miles up grade and from Seekane to Seattle over the and from Spokane to Stattle over the Great Northern the distance is 348 miles. crossing the Cascade range, a total dis-tance of 594 miles from Umatilia. Thus the route from Umatilia to Seattle via Spokane is 221 miles longer than via Portland and the grade is a great deal harder. Nevertheless, it is not doubted that a considerable volume of business

would be handled that way. Meantime what is to become of Port-iand's interest? If the Union Pacific, which is already strongly suspected of fa-voring San Francisco above Portland, now gets still another coast terminus. It is presumed that it will cease to become Portland's transcontinental railroad. In-stead of pulling for Portland as its Pa-cific terminus it will have three Pacific terminals to promote.

This is the matter as it is presented by the reports of recent negotiations in the Edant. The arrangements that are deemed so probable are not yet consummated, however.

Formerly Silver Bow gate was open and Formerly Silver ison gate was open him Great Northern traffic for the Coast came over the Utah Northern, Oregon Short Line and O. R. & N. That gate was closed when the Great Northern got to spoking and opened a gate there. By pening Silver Bow again, Northern Ida. to and a large part of Montana would be mabled to reach Union Pacific territory, just as Puget Sound would reach the ame territory through Spokane

REASON FOR SETTLERS' RATES.

To Help the Northwestern States to Make the Average Gain.

ST. PAUL, Minn., Nov. 15.-The cer sus returns of the various states is one of the strongest defenses of the present homeseekers rates, and will justify their continuance for a long time. These fig-ures show that while the far West has last 10 years has been considerably the average. The census returns for the six Western States through which the Northern Pacific and Great Northern roads are operated, are given as fol-

Total 2,405,000

1,042,453 The total gain of six average states The total gain of aix average states during the past 10 years has been 1,783,286. The total gain of the six Northwestern States through which the Northern Pacific and Great Northern operate has been only 1,082,462, so that while the Northwest has been building up steadily these states are deficient in their proportion of the increase by 720,942. In other words, the size Northwestern States have not maintained the average of increase. not maintained the average of increase The point brought out by these figures is that while the Northwest is growing rapidly she is not getting her share of new settlers. She is not growing in popular lation as fast as the Eastern and more populous states. This is one of the ar-guments advanced by the Northern roads or continuing in force the homeseekers

SITUATION OF PACIFIC MAIL. A Director Intimates That Union

Pacific May Use It. Wall Street News. manipulation of Pacific Mail stock The manipulation of read of the men is the work of only a few of the men interested in the company. The rise has interested in the company. The rise has been so sudden that few of the old in-siders have realized the possibilities of

such a movement as has taken place This altuation is well reflected in the following interview with a director, of the Pacific Mail Company: The extreme rise in our stock is due to manipulation in Wall street. Barnings, as shown by our reports, have been un-favorable for some months, and there is

no present indication of any change for the better. Mr. Harriman comes into the board as a representative of Union Pacific. He has always been interested in Pacific Mell and has, I understand, intely increased his holdings in the prop erty. Union Pacific is thus placed in intimate relations with Pacific Mail. Mr. Harrinfan is probably anticipating a tre-mendous export trade to the far East, and undoubtedly wishes that his rall-road shall not be shut off from this im-portant outlet for freight. Although the contract between Pacific

Although the contract between Pacific Mail and Pynama expires December 16, and has not yet been renewed, should the relations between the two companies be discontinued, the result would not be discontinued, the result would not be sensel to be discontinued, the result would not be sensel to be discontinued, the result would not be sensel of the company's earnings has been derived from this source. It is very probable if the steamers now utilized for this service are withdrawn armidoxes. this service are withdrawn, employment will be found for them in the expected increase in our trade with China, now that the war is practically over."

Oregon Railroad Notes.

Thesday morning, says the Corvallis Times the Southern Facilic Company turned over to the C. & E. it cars of miscellaneous freight, of which the greater portion was lumber and telegraph

the scarcity of cars these shipments would be much greater.
A correspondent of the Baker City Democrat says that the Sumpter Valley Railway's extension to Whitney, which has been delayed by difficulty in securing boits for the long treatle, will be completed before the end of the week. A good share of the woodwork was put up without boits. A carloed of boils has now without boits. A carload of boils has now arrived, and the construction is being pushed by double shifts. A consolidated engine of the Mogui type has arrived, and its mate is on the way. The first train will carry a complete printing plant for the Whitney newspaper, which is ex-pected to appear about Thanksgiving day, and almost every other line of enterprise is making preparations to be represented. Thirty Japanese arrived at Springfield this week to work on the Mohawk branch

Western Classification. HOT SPRINGS, Ark., Nov. 15.-The Western classification committee closed its meeting here tonight. Few important changes were made. Numerous prepara-tions to eliminate carload ratings were submitted, but they were all rejected. It was decided that farming implements could be shipped for repairs at half the

Rate to Livestock Exhibition. CHICAGO, Nov. 15 .- The Central Pas senger Association has announce a rate of one fare plus #2 from points all over its territory to Chicago for the Interstate Livestock Exhbition, which will begin December I. The tickets will be on sale for three days and be good returning till

HYMN WRITER A BIGAMIST Author of "There's A Light in the Window" Became a Tramp.

Chicago Tribune.

The Rev. Edward Dunbar, who wrote
the old Sunday School hymn "There's a
Light in the Window for Thee, Brother," sleeps in a pauper's grave at Coffeyville, Kan., where he died a tramp in the town jail 10 years ago. His name became a by-word in the places where he was known, and leaving prison he became a vagabond. In 1857 Dunbar was arrested at Leavenworth, Kan., while engaged in holding a series of revival meetings, and taken to Minneapolis, Minn., where he was tried for bigamy, convicted and sent to the penitentiary for three years and ight months.

One night in the Spring of 1896 Dunbar

applied at the Coffevville fail for lodg ing. He was ill and the authorities took him in. He dled the next day. Papers in his pockets revealed his identity and showed that he had tramped all over the anowed that he had tramped all over the country. Some church people lately have erected a marble slab over his grave, on which these words are inscribed: "Here lies Edward Dunbar, who wrote There's a Light in the Window for Thee, Broth-

When Dunbar was a small boy he lived in New Bedford, Mass, and worked in a factory. His mother lived at the foot of the street on which the factory was located, and as the lad's work kept him sway till after dark she always placed a light in the window to guide his foot-steps homeward. The boy became restless and took a notion to go to sea, so off he went for a three years' cruise. Dur-ing his absence his mother fell ill and was at death's door. She talked inces-sently about her boy, and every night asked those around her to place a light in the window in anticipation of his re-turn. When she realized that the end had come she said: "Tell Edward that I will set a light in the window of heaven for

him." These were her last words.
The lad had grown to manhood before he returned home, and his mother's message had such an effect upon him that he reformed and became a preacher. In the course of his reformation he wrote "There's a Light in the Window for Thee.

New Bedford and had five children, he soon won a reputation as a pulpit orator, and there was great surprise when it was found one Sunday morning that he had left the city, leaving his wife and family behind. He came to Kansas and, after preaching in different parts of the state, went to Minneapolis, Minn. A great revival followed and hundreds were converted. Mass Eunice Belle Lewis,

handsome young helress of Minneapo-s, was one of the converts. She fell in love with the evangelist and married him against the wishes of her friends.

Shortly after the wedding Dunbar re-turned to Kansas to fill an engagement at Leavenworth. While he was away sus-picious friends of the bride consulted W. Webb, lately Judge of the Second Judicial District of Kansas, and Austin H. Young, who were law partners in Minno-apolis. They soon found evidence suffi-cient to warrant an arrest, and Dunbar's ministerial career was brought to a sud-After Dunbar's incarceration in the pent-

tentiary Judge Young secured a divorce for Mrs. Dunbar and married her himself. They now live in Minneapolis,

CROKER'S FIGHT WITH O'BRIEN McKenna Was Shot to Death and

Croker Tried for It. William E. Curtis in Chicago Record Several people have written me for further information concerning Mr. Croker's trial for murder. He is a machinist by trade, and in his early days worked in the shops of the New York Central Railway Company at Forty-second street. He started in politics in the district in which the Grand Central Railway station is lo-cated, and his first office was that of Alderman for that ward. He was a follower of James O'Brien, but had a fall-ing out with him in 1874. O'Brien prevented Croker's renomination for the Council and nominated Bernard O'Neil in his place. On election day Croker, who was making the rounds of the district accompanied by a party of strong-armed and desperate followers, had an alterca-tion with O'Brien and a number of his followers at the corner of Thirty-fourth street and Third avenue, According to the testimony at the murder trial, O'Brien and Croker called each other hard names until both lost their tempers and began to fight. Mr. Croker testified that he hit O'Brien twice and that O'Brien struck him in the teeth. Then friends tried to separate them and a general melee followed, during which some one fired a pla-tol, and John McKenna, one of O'Brien's friends, who was struggling with Croker, fell mortally wounded. The whole party was arrested and taken to the station-house, where Croker charged O'Brien with assault and O'Brien charged Croker with

Kenna stated that Croker shot him, He

saw O'Brien and Croker quarreling and 1 ran, and 'Croker shot me. I saw Croker strike O'Brien and shoot at him. The revolver was so close that the pow-

Two policemen gave similar testimony.
Mr. Croker was indicted for murder and
spent two months in the Tomba swaiting
trial After deliberating 17 hours the irial. After deliberating it hours the jurous reported that they were unable to agree and were discharged. Six members of the jury were in favor of a verdict of murder in the first degree. The other six were willing to find him guilty of manslaughter, but did not believe that he fired the shot deliberately with intent to kill McKenna. Thus he was neither convicted nor acculited.

Dentil by Asphyxiation.

NEW YORK, Nov. 15.-Dr. Christopher . Ahlstrom, of this city, and on unknown woman were today found dead in a hotel room in Broadway. Both had been suffocated by illuminating gna. It miscellaneous freight, of which the great-er portion was lumber and telegraph poies, to be taken to Albany and from there to points in California. But for

A BOOM IN WORLD'S FAIRS

MANY EXPOSITIONS SCHEDULED FOR NEXT FOUR YEARS.

Buffalo, St. Louis, Toledo, Newark and Charleston Preparing Big Shows-Japan's Exposition.

A multitude of expositions, state, na

tional and international, are scheduled to take place within the next four years. The features of national and interna tional expositions are well known, but the so-called permanent expositions are a new class that has been increasing in favor of late years, doubtless because of their commercial importance to the development of foreign trade. As examples of this new class of fairs may be mentioned the fol-lowing permanent expositions: For ma-chinery in Lima, Peru; for American manafactures in Buenos Ayres, Argentine Re public; for samples of Canadian products Cape Town, Cape Colony, and for samples of building and house materials, fitting and machinery in Christiania, Norway. Other permanent expositions projected are the expositions in Rome for Italian prod-ucts, in Paris, for Mexican products, and in Shanghai, China, for American prod-ucts. Viadivostock, Russian Siberia, Madrid, Spain, and Constantinople, Turkey, are each to have analogous comnercial expositions of a permanent na-ure in the near future.

In this country the exposition industry is booming. Besides the coming pan-American exposition in Buffalo, no less than eight important expositions face us with the determination to take place be fore 1904. That makes two fairs per year, besides that at Buffaio. Detroit expected in 1901 to celebrate her second centennial with a large industrial and commercial exposition, but as Buffalo is to have her pan-American performance. the same year, Detroit's centennial will not come off until later. Charleston, S. C., has an exposition scheduled to take place also in 1901, for she intends to open her fair about the time Buffalo closes hers. Charleston will run her fair with a view of presenting the opportunities for investment in the South, and to promote er trade relations with the West In-h Islands. These expositions do not iian Islands. count upon any considerable patronage from Europe, as that continent's atten-tion during 1901 will be largely drawn to the Glasgow exposition. The Pacific Ocean and National exposition of San Francisco is also slated to take place in 1801. From May to November, 1902, the City of Toledo, O., will celebrate the 100th anniversary of Ohic's admission to stategood by a centennial exposition.

From June to December during the same year the City of Newark, N. J., proposes hold a National exposition under the aua-pices of the Boards of Trade of the principal cities of New Jersey. As more than 1,000,000 of people live within trolley ride of the proposed site at Waverly Park, It is likely that the Newark exposition will records for attendance among National fairs.

St. Louis will be the center in 1905 of a World's fair to celebrate the Louisians purchase. Turning to foreign countries, the most

important exposition in the foreground is undoubtedly the Glasgow international exhibition of 1901. Work on the buildings has been progressing all Summer. Among the expositions arranged for, the following are the most notable: The industrial exposition of 1901 in Riga

Russia, for the celebration of the 700th anniversary of the city. Riga is an important center for Russia's foreign trade, and one of the principal ports of the Baltic. The industrial exposition of Dusseldorf, Germany, will be held in 1992. During the same year Japan will have her first inter-

national exposition.

The international exposition at Liege,

the world in the principal lines of inincreasing numbers, for new outlets for fathom our commercial greatness, not in figures, which are incomprehensible, but by the medium of carefully drawn comparisons. parisons. According to his calculations, the United States leads in agriculture, with products greater than Russia and Engiand combined; in manufactures, with a product of greater value than the aggregate output of the factories of Eng-land, France, Austro-Hungary and Belgium combined: in machinery, with a greater steam power than England Austro-Hungary and Italy combined; in mining, with a product greater than England and France together, or nearly one-third that of the entire world; in railway transportation, with a mileage 60 per cent greater than that of entire Europe; in forestry, with products greater than that of all Europe, or nearly one-half the total production of the world; in fisheries, with a greater product than England, Russia and Germany combined.

-FOR EDUCATION OF WOMEN Lord Strathcona's Gift of a College to Montreal University.

New York Tribuns.

The Royal Victoria College for Women,
Montreal, Canada, has just been formally opened. Lord Strathcona and Mount Royal, the Canadian High Commissioner to England, and their Excellencies, the Governor General and Ledy Minto, were present, and Lord Minto unveiled Queen Victoria's statue, which stands in front of the college. The college is Lord Strathcona's gift

to McGilli University and to the women of Canada. He built it and endowed it as a memorial of the diamond jubilee of Her Majesty, the Queen of England. The status is also his gift, and both have been awaiting his arrival in Canada for their dedication.

The building is a large, substantial looking gray stone structure, in the Scotch baronial style, standing in the midst of baronial style, standing in the midst of well kept lawns, with a splendid campus at the back, where basket bail, tennis and other outdoor sports are provided for. A wide flight of steps leads up from the street, and in front of them stands the Queen's statue, a metal cast from a de-sign by Her Royal Highness, the Princess Lawtee.

The interior of the college is in keeping with the exterior, everything being at once beautiful and substantial. The vestibule is of hammered brass, the woodwork is of oak. Everything is marked with the college arms, and on the yellow glass of the doors opening into the great dining hall are the royal arms, with those of McGull and the Royal Victoria on either side and Lord Strathcona's above.

There is a fine assembly hall, a library and a symmatum filled with all the appliances necessary for the physical development of the coming woman.

There are accommodations for about 15 students.

The staff of the college consists principally of Oxford and Cambridge woman. pally of Oxford and Cambridge women, the warden, Miss Hilda Oakley, being a graduate of Somerville College, Oxford, Mile, Milbau, a graduate of Sorbonne, is tutor in modern languages. The system of instruction is partly co-

educational and partly separate. T dents may take an ordinary E. A. ortirely, or almost entirely, in the college, but for special and honor

they must go to McGill. All the scientific work is co-educational, and the students of Royal Victoria College, as students of McGill University, have the use of the university library, the museum laboratories and botanic gardens.

The presence of women at McGill is by no means an innovation. In 1831 classes

no means an innovation. In 1883 classes were organized for women, separate for the most part from those of the men, but under identical conditions, and long before special courses of lectures for women were arranged, mainly through the instrumentality of the late principal, Sir William Dawson, who was deeply interested in the higher education of women. The lack of funds delayed the admission of women as regular students for some time after the college authorities saw of women as regular students for some time after the college authorities saw the necessity for some such action, but in 1833 Lord Strathcons removed this diffi-culty and the further expansion of the work, so far as it has been a matter of finances, has been entirely due to his

LIBRARIES IN THE PARKS.

Brooklyn Supplies Literature With Fresh Air and Quiet.

The experiment of free libraries in gar-

fens or parks is being tried in Brooklyn by the Brooklyn Public Library Association, through whose efforts there are now three reading-rooms and libraries in three different parks in that borough, says the New York Tribune. To George V. Brower, Park Commissioner for the Borouga of Brooklyn, is due the credit of starting these libraries, for it is through his generosity and co-operation that the buildings have been secured and fitted to acmmodate the books and the readers. Mr. Brower is serving his third term as Park Commissioner. To give the children visitors every advantage has been the aim of the Park Commissioner, and when it was suggested that to boathouses, mer-ry-go-rounds, museums, menageries, con-servatories and palmhouses might be addod places of more intellectual culture, reading-rooms and libraries, Mr. Brower replied: "I don't know just how it will work, but I am willing to try it. I doubt, however, if you will find many who will care to read. They come to the parks for recreation and, I should think, for relaxation from reading and study." The Commissioner was agreeably sur-

prised at the end of the first month after opening of the library in Bedford t to learn that over 6000 persons had visited the library, either to read there or to take books away for home use. At the end of seven months there had been circulated 16,830 books for home use and 19,300 persons had read on the premises. Most of the visitors to the park pro-vided themselves with a book or maga-sine from the library and read while en-joying the rest and quiet of the place. The children, too, would rush off for a book, and often one would read aloud to

book, and often one would read aloud to an interesting group, lying comfortably under the shade of the trees.

The Library Association did not need to ask for the second building. Mr. Brower, persuaded of the good results of the first library, offered the association the use of a beautiful two-story brick building in Township Park and even went to the Tompkins Park, and even went to the expanse of fitting it up with oak wains-coting and shelving, plate-glass doors and windows. As soon as it was thrown open to the public it became, like the first pub-He library, the gathering place for the park visitors, and the attendance aver-aged from 400 to 500 daily. The Thompkins Park is located in a

ection of the city that is thickly populated, and the park is frequented by a large number of unfortunate children who are not privileged to take a vacation in the country. To spend the day in the park is their highest pleasure, and the library has become during the long Sum-mer months their second home, some of them only leaving it to take their meals

at home.
Mrs. Mary E. Craigle, who originated the idea of locating libraries in the parks, and who has been most active in the es-tablishment of the public library in

Beigium, will be held under the patronage of the government, and the province and City of Liege.

The Scandinavian exposition at Christiania, Norway, in 1904, will be of interest park libraries or taken from them for and value to our growing trade with the Scandinavian peninsula and Denmark.

As the United States of America now the premises. The only cost of conduct-stands indisputably the foremost nation ing these libraries is the actual cost of books and the salary of the attendants. In the world in the principal lines of industry and manufacture, these various expositions are of considerable value to our rapidly augmenting foreign trade, and to the makers who are looking in, in ever increasing numbers, for new outlets for under the Brooklyn Public Library Board under the Brooklyn Public Library Board. increasing numbers, for new outlets for their surplus productions. Mulhall, the eminent British statistician, has tried to fathor our commercial greatness, not in maintained through the generosity of friends of the association. It is hoped that parks in other sections of the city may in time have at least small readingrooms to tempt the loungers to employ their idle time in seeking information or knowledge.

> A Plucky Messenger Boy. New York Journal.

Thomas Cosgrove, a 15-year-old messen-ger, saved the Irving National Bank the tidy sum of \$10,000.

The lad is employed by the bank as messenger, and had started for the clear-ing-house with the money. He had reached the front door when the explosion occurred. He was thrown down the stone steps and lay on the sidewalk un-conscious. Broken stone and glass rained about him. When an ambulance surgeon began to twist him, the boy revived, and, jumping to his feet, ran back into the

bank. Every one was excited there, and no one would listen to him. He waited about for an hour, despite the fact that he was suffering from several cuts and bruises. Then he saw the teller of the bank and handed him back the \$10,000.

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SCIENCE SETTLES IT.

Dandruff Is Caused by a Germ That Saps the Hair's Vitality. It is now a settled fact that dandruff is caused by a germ. Pailing hale and baldness are the result of dandruff. Dr. E. J. Beardsley, of Champaign, III., got hold of the new hair preparation, New-bro's Herpicids—the only one that kins the dandruff germ. He says: "I used Herpicide for my dandruff and falling hair, and I am well satisfied with the result." Dr. J. T. Fugata, of Urbana, Ill., says: "I have used Harpicide for dandruff with excellent results. I shall pre-scribe it in my practice." Herpicide kills-the dandruff germ. Physicians as well as the general public say so