BIG TRANSPORT COMING

DOPACK WILL LOAD FORAGE AND STORES AT PORTLAND.

Is a China Mutual Liner and Will Carry 6000 Tons-Portland Shipyards Active-Marine Notes.

The China Mutual Steam Navigation Company's steamer Oopack, now in the Government service, will come to Portland in a few days to load a full cargo of forage and stores for Manila. The Oopack is now due at Seattle from Manila, and a strong effort will be made to prevent a recurrence of the job by which Portland was deprived of supplying the equipment and stores for the Kentuck when she was present here. There are several hundred ordered here. There are several hundre

ordered here. There are several number tons of hay and oats awaiting shipment on Alaska dock, and the vessel will also take some cattle and horses. The Oopack is a sister ship of the steamer Ching Wo, which loaded wheat in Portland a few months ago. Both vessels were built at Belfast in 1894, and were launched within a few days of each warmen of the steamer of the other. Their dimensions are as follows: Length 370 feet, beam 45.3 feet, depth of hold If feet. The Oopack has a dead weight carrying capacity of 6000 tons,

MANY BOATS REPAIRING. Portland Shippards Are All Crowded

With Work. Portland shipyards are busily engaged at present in construction and repair work. At the Olson yard the W. H. Har-rison, the McMinnville and the No Wonder are on the ways. The boiler of the Harrison, which was removed for repairs, has been replaced and the machinery is now being put in order. The vessel has received two new false keels and new planking where necessary, and calkers are at work. The steamer is undergoing a thorough overhauling inside and out. The No Wonder is being equipped with a new boiler and engines. She has received the Regulator's old boiler and new engines. of seven-feet stroke to replace her former engines of four feet stroke. Her cylinder timbers have been replaced to conform with the machinery alterations. The hull does not need any repairs, for it was overhanied several months ago. The boat will be launched next week. She is somewhat too short to get the maximum speed out of her power, but as she is in-tended to be a towboat, her present lines are well adapted to her service. The Mo-Minnville, which has been pulled apart in the middle and spliced with an exten-sion, is almost ready to be planked. Finishing touches are being given to the Mascot. She is practically ready for run-ning, with the exception of a few artistic

daubs of paint.

The hull of the little steamer which is under construction at Supple's yard for the Rogue River Transportation Company is nearly finished. The framework of the big dredger is in place. It is very stanchly put together and will make a very strong hull. The Government boat, the George H. Mendell, will be hauled out as soon as the stage of the water shall be favorable. Painters and carpenters are engaged on her upper works, while she is waiting. She will be subjected to a

FOR EUROPE DIRECT.

Steamer Sails From Chicago With a

Full Cargo, CHICAGO, April 24.—Round for Europe with a cargo of agricultural implements, packing-house products and miscellane-ous manufactures, the steamer North-western drew out of the Chicago River oday and headed for the Atlantic. Thus Chicago becomes an ocean port. While several vessels have come direct from Europe to this city none has made a successful trip from this port across the Atlantic, though efforts to do so have been made. In each instance disaster has overtaken the enterprise. There was a large crowd to see the Northwestern start, and as a good omen the weather was beau-

Captain Watkins, of the Northwestern, left port with his ship drawing 24 feet of water. She will be lightened to 12 feet at Buffalo to permit her passage through the Canadian canals and the St. Lawrence River. At Montreal the Northern will load down again with grain

and proceed on her voyage.

The company which has made this invation in trans-Atlantic trade is the novation in trans-atlantic trade is the Northwestern Shipping Company. Eliot Norton of New York, is president. The company built four boats, the largest that can pass the Welland Canal, at a cost of \$1.000.000, and within a month all will be on the way across the ocean en route to the Atlantic, the second steamer starting tomorrow. The boats are the Northwestern, Northern, Northeastern and North Town. The Northwestern is 2% feet long, has a 22-foot beam and draws 25% feet of water. beam, and draws 26% feet of water.

NOME TRAVEL LIGHT. Many of the Steamers Will With-

draw From the Trade. SEATTLE, April 24.—A tour of the dif-ferent Alaskan shipping offices discloses a great shortage of passengers destined for the Far North mining camps. A ship-ping broker who is well posted is authority for the statement that there have not been over 20 tickets sold to Nome, up to the close of Monday, and that there is also a great falling off of freight. Several of the steamships announced to sall have been withdrawn, the steamship City of Sidney being one of the boats withdrawn ... It is expected that several others will be taken off the run, if the indications are no more promising by the end of the week than they are now. A year ago this time there was a fleet of about 50 steamers and steam schooners under charter, and every pound of freight space, and every foot of passenger space was engaged, while today, with less than a dozen ships in this trade, all the space one may want can be obtained, at less than half the rates of last year, and passengers are being booked at second-class rates and given the assurance that they will be fed at the cabin table. One of the reasons for such a light booking is that everyone going North is waiting until the last minute, as they look for a big cut in the rates when the sailing day approaches, and the different steamship companies see that they have to go light.

THE TYR IN PORT.

Norwegian Steamship Arrives to Load a Cargo of Flour and Beef. The Norwegian steamship Tyr arrived in from Mororan yesterday morning, and reached Portland late last evening: As has been previously stated, she will load outward with flour, beef and miscellaneous freight for the Saghalien Islands and Viadivostock. The last trainload of beef arrived over the Northern Pacific last Saturday, and Greenwich dock is pretty well filled with freight for the steamer. This is the third trip that the Tyr has made to Portland. She will go on her trip in command of Captain Danleison, who was here in command of the Tordenskiold about two years ago. Mr. Henry Mett, who is dispatching the Tyr, has all her freight ready for her and will get her away as soon as possible. As the beef cargo for the steamer is the largest single shipment that was ever brought aturday, and Greenwich dock is pretty single shipment that was ever brought to this city, it will require considerable time to handle it.

ALMOST AFLOAT.

Poltalloch Is Now Within 400 Feet of Deep Water.

Wireless Signal Station. LONDON, April 34.-In consequence of districts is about \$400.

the complaints of the trans-Atlantic steamship companies the Board of Trade has ordered a wireless signalling station to be erected at Fastnet Rock. Vessels fitted with the necessary apparatus will thus be enabled to save the time now consumed in communic inicating with the sta-

Steamship on Fire. QUEENSTOWN, April 24.—The British steamer Ontarib, Captain Brenton, from Hull April 18, for Boston, put back with

her cargo on fire today and docked. The fire was confined to her after hold. The Ontario belongs to the Wilson line and is a four-masted iron vessel of 2634 tons net register. She halls from Glasgow, Fire was discovered on the Ontario April 21, when 530 miles west of Fastnet. The chief officer and four men narrowly escaps suffocation from the fumes of arsenic in their attempts to reach the seat of the fire. As it could not be reached the captain determined to return.

New Fruit Route.

SAN DIEGO, Cal., April 24.-The northern route has been tested for oranges and found all right, and it is now to be tested for lemons. The first car of lemons to leave for the north by steamer to go east over the Great Northern route left here on the steamer Santa Rosa ast night and will with other shipments from Pedende and Port Los Angeles he trans-Redondo and Port Los Angeles be trans-ferred at San Francisco to the connect-ing steamer for Seattle, where the railroad will take charge, promising a quick delivery in Minneapolis.

Whnlers Reported. VICTORIA, B. C., April 24.—The whaling bark California, Captain H. P. Smith, arrived at Hakodate, Japan, April 3, and sailed the following day. She had taken 200 barrels of sperm oil since leaving San Francisco December 13. Captain Smith reports speaking the bark Alice Knowles February 16, at Saipan (no whales); also the bark Gayhead, at Ponape, in Janu-

Liner Was Anchored, Not Ashore,

PORTLAND, Me., April 24.-The ocean teamer Drumelzier, concerning whose safety such grave fears were entertained Tuesday night and this morning, arrived at this port today. The Drumelzier was the steamer sighted in the vicinity of Bibb Rock by Captain Nicholson of the Mora, but instead of being ashore, the steamer was merely lying at anchor.

Steamer Burned at Ballard. SEATTLE, April 24.—The steamer Pil-grim burned this evening to the water's dge at Ballard. Circumstances surrounding the conflagration were suspicious, Persons rowing to the doomed steamer say a strong odor of kerosene was in the air. She was insured for \$5000. Her ownere claim she was worth \$7200.

The Oriental liner Indravelli went over to the Albina flour mills yesterday after-noon, to take aboard 15,000 barrels of flour. She has finished discharging her inward cargo.

The Paul Isenberg and the Thirlmere are on the way up the river in tow of the Harvest Queen. The Nereus will leave up this morning, in tow of the R. R. Thompson, which went down light lest eventure.

The British bark Madagascar, which will be one of the first of the next season's fleet to leave this port, sailed from Hong Kong for Portland yesterday and with an average passage should reach this city by the last of June.

Domestic and Foreign Ports.

ASTORIA, April 24.-Arrived at 8:15 A M. and left up at 11:40 A. M., Norwegian steamship Tyr, from Mororan; arrived at § P. M., schooner R. W. Bartlett, from Vancouver. Left up at 6 A. M., British ship Thirimere, at 6:30 A. M.; German bark Paul Isenberg. Sailed at 8:15 A. M., steamer Elmore, for Tillamook; at 5:30 P. M., British bark Buteshire, for Queens. town or Falmouth for orders. Condition of the bar at 5 P. M., smooth; wind, northwest; weather, clear,

Honolulu—Arrived April 13—Barkentine Omega, from Newcastle, N. S. W. San Diego—Sailed April 23—Belgian King, for Hong Kong. Kahulul-Arrived April 13-Ship Henry Falling, from New York.

Honolulu-Arrived April 8-Bark Big Bo-nanza, from Newcastle; barkentine Encore, from Newcastle; Arorangi, from Sydney; arrived April 13, steamer wera, from Victoria, and sailed for

ney. New York, April 24.—Arrived—Anchoria, from Glasgow. Liverpool, April 24.—Arrived—Cufic, from

New York. New York, April 24.—Arrived—Armenian, from Genoa, etc.; Teutonic, from Liver-pool and Queenstown; satied—Oceanic, for Liverpool; St. Louis, for Southampton; Lahn, for Bremen via Southampton; Kensington, for Antwerp.

Manila-Arrived April 22-Kintuck, from Portland, Or., via Honolulu.

London-Arrived April 23-Glenfarg, from Tacoma, via Nagasaki, etc.
Plymouth, April 24.—Arrived—Deutschland, from New York, for Hamburg via

Queenstown, April 24.-Arrived-Majesic, from Liverpool. Nagasaki, April M.—Arrived—Moyune, from Tacoma, for Suez, etc. Queenstown, April 24.—Salled—Saxonia,

Queenstown, April 24.—Salled.—Saxonia, from Liverpool for Boston.
Gibraltar, April 24.—Salled.—Werra, from Gerioa via Naples, for New York.
Boston, April 24.—Salled.—New England, for Liverpool, via Queenstown.
Halifax, April 24.—Arrived.—Laurentian, from Classer, and Liverpool, via London.

from Glasgow and Liverpool, via London-derry, for New York.

Philadelphia, April 24.-Arrived-Belgenland, from Liverpool, San Francisco, April 24.—Arrived— Steamer Mandalay, from Coquille River; steamer W. H. Kruger, from Tillamook; ship Osorno, from Santa Rosalia. Sailed

-Ship Isaac Reed, for Bristol Bay; bark Electra, for Alitak; schooner Olga, for colulu-Arrived April 18-Barkentine Klikitat, from Port Ludlow; ship S. D. Carlton, from Tacoma, Sailed April 8— Ship John C. Potter, for Puget Sound.

Hong Kong-Sailed April 23-Ship Mada. gascar, for Oregon, London-Arrived April 23-Steamer Glenfarg, from Tacoms Tacoma-Arrived April 23-Schooner An-nie Larsen, from San Pedro.

Port Blakeley-Sailed April 23-Schooner Eric, for Santa Rosalla,
Port Gamble—Arrived April 23—Schooner
Ruth E. Godfrey, from Port Townsend.
Honolulu—Arrived April 3—Schooner Wa-

wona, from Gray's Harbor, Seattle-Sailed April 23-Steamers Vic

torian and Farraion, for Skagway. Arrived-Schooner Fred E. Sander, from Port Townesnd. San Pedro-Arrived April 21-Schooner Sadle, from Umpqua River.
Salinas Cruz-Salled April 23-Bark Cooma, for Port Townsend

Callao-Arrived April 23-Schooner Win-slow, from New Whatcom, Algoa Bay-Arrived March 28-Bark St Mary's Bay, from Tacoma.

Liayrd—Passed—Pretoria from New York for Plymouth, Cherbourg and Hamburg.

James Pirie, of Cow Creek, was at Burns this week as defendant in a case brought before the Circuit Court by the Harney School District for the collec-tion of a school tax. Mr. Pirie resides in the Cow Creek School District, a dis-trict recognized by the succeeding School Superintendents and every one else for ASTORIA, April 24.—Twelve men who have been working on the stranded bark Politalioch returned this evening and report that the vessel is now within 400 feet of deep water. Yesterday all the mooring gear was carried away, and no more work can be done until the high tides of next month.

Superintendents and every one else for the past 10 years, but now the Harney School District claims a portion, if not all, the land embraced within its boundaries. The case is the outcome of this claim, and the facts will probably be brought out on trial. There are other residents in the Cow Creek district afmonth. fected with Mr. Pirie, and the case to be tried has been made a test case. The total amount of tax from the Cow Creek

HAVE NOT BEEN ORDERED

TRAILS IN BULL RUN FOREST RE-SERVE.

Matter Is Discretionary With Superintendent Ormsby-Wishes of Portland Will Govern.

WASHINGTON, April 24.-Evidently a

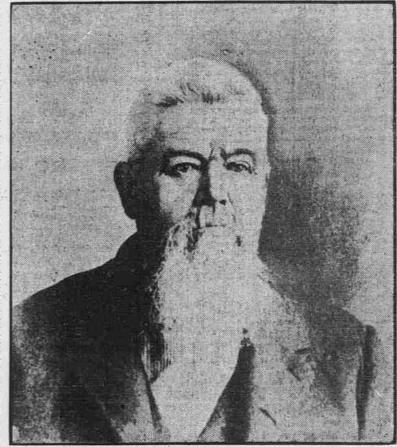
any time they were so disposed, one of them appeared very indignant, and flourished his winchester around in a manner that would indicate that he was looking for trouble. They soon departed on their way southward.

EASTERN MULTNOMAH.

Ensilinge Cutters to Be Operated-Promise of a Railroad.

GRESHAM, April 24.-The number of silos to be built in this region the coming Summer is a sure sign of their success. The few in use last Winter kept their recent dispatch to The Oregonian from contents in excellent condition until Washington, regarding the General Land emptied, and results have shown that they office, and the proposition to cut trails through the Bull Run Reserve has been through the Bull Run Reserve has been through the Bull Run Reserve, has been a deterrent to some last year, there being through the Bull Run Reserve, has been misinterpreted. Briefly summed up, the facts are these: Commissioner Hermann, when interviewed stated that Superintendent of the saw fit, to use part of his force of rangers in the cutting of trails and fire lanes through the Bull Run Reserve. The superintendent needs no directions from 8............

OLDEST INHABITANT OF LAKE COUNTY.



DAVID R. JONES.

LAKEVIEW, Or., April 23.-David R. Jones, the oldest inhabitant of Lake County, was born in Virginia, 65 years ago. He arrived at Jacksonville, Or., in 1860, coming by boat from New York to San Francisco, thence by stage. In 1864 Mr. Jones left Jackson County for Washington Territory. In 1866 he moved to Idaho. During this time he was engaged in the freighting business. The following year he loaded his big teams with grain and followed the soldiers to Old Camp Warner, in Warner Valley, Lake County, arriving there September 15, 1807. In this valley Mr. Jones made his home, and has resided there since, with the exception of the past few years he has lived with his family in Lakeview. He married Mrs. Ellen Gregory in May, 1869. They have three chelldr

of making any official recommendation, as the matter was entirely with Mr. Ormsby. As stated by the latter official, however, the active factor in the matter is the Geological Survey, which originated the scheme, and is anxious to proceed with the work. If the City of Portland, which is most concerned, is unfavorable to the proposition, there is ability that the matter will be dropped. In fact, Commissioner Hermann, when shown Mr. Ormsby's views, said he had no intention whatever of interfering, and if Portland desired that no trails be cut, in the previous dispatch.

Oregon Notes. Athena has secured a street rock

rusher. The Regents of the Weston Normal School will meet May 15. Willamette University students have formed two baseball nines.

County roads between Baker City and John Day are said to be very bad. The Eugene Council has created the office of Assistant Street Commissioner, Fred J. Runmmel was killed at the Mammoth mine, in Eastern Oregon, Monday by a snowslide.

The Eugene Council has proposed an ordinance against the standing of trucks and wagons on certain streets. Thieves broke into a saddle shop at The Dalles two or three days ago, and made away with several pieces of har-

Bidwell Cram, of Cross Keys, delivered at Shaniko, to Charles Butler, Tuesday, 25 head of beef cattle, for which he received for steers \$50 and for cows \$43.

Governor Geer will be asked to grant a pardon to J. G. Luhrman, who was sent to the penitentiary from Baker County in June, 1900, convicted of manslaughter, The large boiler for the Bonanza mine has been delivered. It weighs 21,000 pounds, and it took 20 horses 34 days to haul it from Sumpter to the Bonanza, about 15 miles

N. H. Cottrell, who lives near Pllot Rock, started his sheepshearing machines this week. A band of 2100 sheep, the prop-erty of Henry Scales, will be the first sheared. The machines are run by water

had an uncomfortable experience Sunday morning. Their boat was overturned between Knappton and Barney's Point, and they were in the water an hour before rescuers appeared. James Wilson, of Waterman, recently

Mark and George Gaither, fishermen

purchased 940 acres of state land, says the Fossil Journal. Last year he pur-chased 11 sections of military road land, and altogether has within the last year or two paid out \$18,000 for land. Horse rustlers with two carloads of stolen horses are dodging the officers

somewhere in the eastern portion of Mal-heur County, says an Ontario dispatch. The Stockmen's Protective Association maintains a sharp surveillance through-out the territory. The thieves are well known to the officers. W. J. Wilkinson, grain buyer for the

Pacific Elevator Company, at Athena, purchased from C. W. Hollis, of San Francisco, 27,000 bushels of wheat, stored in warehouses at Adams, Weston and Athena. The price paid was 47 cents f. o. b. Mr. Wilkinson also purchased last Fri-day from Otis Turner, of Weston, a carload of cats, stored at Downing's Sta-tion, for 1% cents per pound.

Canyon City was visited by Indians from the Warm Springs reservation several days ago, says the Eagle, who ap-parently had no object in view other than the killing of the Columbia Indian, Scarfaced Charley, in the Izee country two years ago. When informed that they years ago. When informed that they free by addressing F. A. Stuart Co., could find the man who did the shooting Marshall, Mich.

Washington to take up such work, and the circuit again and cut fodder for the would, under no circumstances, be so adsiles. This will encourage many more to use ensilage for stock feeding and the would, under no circumstances, be so advised.

Commissioner Hermann, in favoring a silos. This will encourage many more to use ensilage for stock feeding and the reputation of our local cheese and butter better fire protection, expressed merely factories will continue to expand corres-his personal views. He had no intention pondingly,

Clover and Potatoes.

A large acreage of clover is being sown again this Spring, partially because of cut worm ravages last Summer, but more for the reason that more such feed is needed for dairy stock. Many of the ruined fields were plowed under and will be put in potatoes. Clover sod raises the best may be the means of causing an immense yield of potatoes this season. Seed pota-toes are plentiful now at 15 cents a sack. which means that many more will be if Portland desired that no trails be cut. planted than usual. Every available acre he thought the wishes of the city should of land will be planted this Spring, many ne thought the wishes of the city should of land will be planted this Spring, many and would be respected. And that is owners of large farms being on the look-probably what will be done. As for Mr. Ormsby's personal views, The Oregonian's Washington correspondent would not attempt to outline them, and did not Several hundred acres of newly cleared this Spring, many owners of large farms being on the look-out for land will be planted this Spring, many owners of large farms being on the look-out for land will be planted this Spring, many owners of large farms being on the look-out for land will be planted this Spring, many owners of large farms being on the look-out for land will be planted this Spring, many owners of large farms being on the look-out for land that is land will be put in crops and there is a demand for much more, as all realize that much money can be made at farming with such a ready market for crops as

Railroad Promised.

A representative of the City & Suburban Railway Company was out on the Base Line a few days ago, presumably in the interests of his company. He made the statement that a car line from Montavilla eastward was a probability of the near future, intimating that it would go out along the Base Line road as far as Rockwood at least, and then diverge to Gresham and on to the new power station beyond the Sandy River, which will be

DOES NOT DISAPPOINT.

The New Discovery for Catarrh Seems to Possess Remarkable Merit.

A new catarrh cure has recently ap-peared which so far as tested has been remarkably successful in curing all forms of catarrh, whether in the head, throat pronchial tubes, or in stomach and liver. The remedy is in tablet form, pleasant and convenient to take and no special secrecy is maintained as to what it con-tains, the tablet being a scientific com-bination of Gusiacol, Eucalyptol, Sanguinaria, Hydrastin and similar valuable and harmless antiseptics The safe and effective catarrh cure may

be found at any drug store under name of Stuart's Catarrh Tablets,

Whether the catarrh is located in the nose, throat, bronchial tubes or stomach, the tablets seem to act with equal suc-cess, removing the stuffy feeling in head and nose, clearing the mucous mem-brane of throat and trachea from catarrhal secretions, which causes the tickling coughing, hawking and gagging so an-noying to every catarrh sufferer.

Nasal catarrh generally leads to ulceration in some cases to such an extent as to destroy the nose entirely and in many old cases of catarrh the bones of the head become diseased. Nasal catarrh gradually extends to the throat and bronchial tubes and very often to the stomach, causing that very obstinate trouble, catarrh of

Catarrh is a systemic poison, inherent in the blood, and local washes, douches, salves, inhalers and sprays can have no effect on the real cause of the disease. An internal remedy which acts upon the blood is the only rational treatment and Stuart's Catarrh Tablets is the safest of all internal remedies, as well as the most convenient and satisfactory from a medical standpoint.

Dr. Eaton recently stated that he had successfully used Stuart's Catarra Tablets, in old chronic cases, even where ulceration had extended so far as to de-stroy the septum of the nose. He says, "I am pleasantly surprised almost every day by the excellent results from Stuart's Catarri Tablets. It is remarkable how effectually they remove the excessive se-cretion and bring about a healthy condition of the mucous membranes of the nose, throat and stomach.

All druggists sell complete treatment of the tablets at 50 cents and a little book giving the symptoms and causes of the various forms of catarrh will be mailed

built inside of a year. The people here are only too anxious for a railroad and will welcome any company that comes this way with facilities to handle the rapidly growing business of this section.

Brief Notes. Ex-County Commissioner Stone is putting up a residence on his farm near Fairview, which will cost about \$2000. He will occupy it with his family when completed.

P. W. Knox, a laborer engaged in hewing railroad ties, stuck about four inches of a broadax blade in his right leg yes-terday, while at work near the Sandy. He bled profusely but was given prompt attention

J. H. Metzger, working at a sawmill near Cothrell, made a mislick with his near Cothrell, accidentally cut his eft foot nearly in two with an ax last Saturday. He will probably be laid up for several months, as the wound is a severe one. The 20-acre tract of land across the Base Line from the Russellville school-house has recently been sold to a man from Nebraska and will be improved by the clearing of the ground and the put-ting up of several modern buildings.

Russeliville School has gotten over its troubles with measles and mumps and now has an average attendance of % out of % belonging. The school is in charge of Professor E. M. Lance, with Miss A. McGrew and Miss M. Peterson as assistants. assistants.

The two sawmills located east of the Sandy River have taken contracts for railroad ties to be delivered at Troutdale, by floating down that stream. One conract is for 100,000 ties, the other for 50.

A section hand named O'Shea was killed

by the cars east of Troutdale Saturday. He was sitting on the track, asleep, and the locomotive whistle failed to awaken him. He was horribly mangled. An in-quest exonerated the engineer and the remains were decently buried. Hay is becoming a scarce commodity, as large quantities were recently sold for

shipment on the transports. There is scarcely enough left in this neighborhood to last until the new crop comes. R. Hunter, proprietor of the Fairview Hotel, has been very low with erystpelas for the past two weeks. His condition is improving somewhat, but he is not yet

SEATS FOR LARGE CROWDS

out of danger.

Plan Suggested for Keeping on Hand a Permanent Supply.

L. L. Hawkins has a scheme for obtaining a permanent set of park seats, which he feels sure will be acceptable to the people of Portland. "Every time we celebrate a Fourth of July or do anything that requires a large number of seats in the parks," Mr. Hawkins sald yesterday, the parks, ar. Hawkins said yesterday, "the citizens have to go down into their pockets to put up for them, and then a lot of lumber remains to be disposed of, no one knows how. This gives rise to murmurs of graft, and more or less dissatisfaction results. My plan is to have seats properly made in the first place, on the plan used by the big circuses; have them so that they can be folded up and put away in the old Mechanics' Pavilion until the next time they are needed. I would make them out of dressed lumber, paint them neatly and brand them in such a way that they would be known as be-longing to the people of Portland, to be used on certain occasions.

"When the President of the United States visits Portland next month he will be greeted by many thousand school children, who will be at the Park blocks, in charge of their teachers. These children will have to be seated comfortably on clevated benches, so that they may all obtain a glimpse of their country's Chief Magistrate. This will call for elevated seats, supported by stout timbers, to preclude the possibility of accident, and the finance committee will have to provide the money for their construction. The seats should be immediately taken care of after the fete, and put away for the next gala day, when they could be produced without appealing to the business men of the

city again. "We will need seats this Summer in the parks, when the band will play of fine evenings, as we cannot expect people to stand around the streets and sidewalks. The seats used by the children on May 22 can be utilized so far as necessary on they be comfortably seated while taking New York, and 29,929 in the Diocese of it in.

Dropped Dead! Heart Disease?

No! Kidney Disease

Every day people die of so-called "Heart Disease" or apoplexy, but in reality of an unsuspected kidney disorder. Why? Because physicians either are ignorant of its existence, or unwilling to

In the present age there is no more fatal malady than kidney disease. We do not even except consumption of the lungs, for a kidney disease which is allowed to become fully developed is certainly consumption of the kidneys. Kidney disease is often unsuspected, as the kidneys have but few nerves, and when deranged they don't give alarm by reason of pain or distress.

Any person may have an attack of dyspepsia and attribute the disorder to a bit of undigested beef or other slight cause. An occasional darting gain will be experienced somewhere. It comes and goes often like a flash. The victim may think there is something wrong with the air, or that the weather has "broken its record." He has a headache; his rest is disturbed he cannot keep quiet; he is fidgety. If he is a brain worker, he lays it to close application. At times his appetite is lost, while at others he cannot get enough to eat. He has what he calls catarrh; he has strange misgivings; he is easily startled; he has at times a raging fever, a little pleurisy, and congestion; he wakes in the night searcely able to breathe, great beads of sweat on his brow, his heart jumping wildly.

What is the trouble? An unsuspected kidney disease, the kid-

ney poison corroding his entire system. How can it be stopped? There is but one sure treatment. Warner's Safe Cure absolutely, permanently, and radically cures, no matter how long, how severe, or how generally fatal the disease. It is a specific. It has a marvelous power over the kidneys. We challenge the world to produce its equal. Warner's Safe Cure must, however, be taken faithfully and as directed. If so taken, we will guarantee it to produce the desired results.

Send your name and address to WARNER'S SAFE CURE CO., Rochester, 1 For Free Sample Warner's Safe Cure

A DAY ON THE COLUMBIA RIVER.

A visit to Portland is incomplete without devoting at least one day to the Co-lumbia River and its magnificent scenery. You can leave Portland at 9 A. M. any day on the O. R. & N. Co.'s palatial Portland-Chicago special train, lunch at The Dalles or in the dining-car, be back at 4:30 P. M., and have seen the most attractive portion of the Columbia. In making the trip by rail you obtain a near view of the many beautiful cascades, the train coming to a standstill for a few ments at Multnomah Falls, as the track skirts the south bank of the river the stream and its north shore are

constantly in sight. constantly in signt.

Should you desire a ride on a river steamer, take the O. R. & N. Co.'s train at 9 A. M. any day except Sunday, for Cascade Locks, spend a short time there, and then board the steamer as she passes through the locks en route to Portland. A more extensive river excursion can be had by leaving Ash-atreet dock, Port-land (daily except Sunday), at 8 P. M. for Astoria, on the O. R. & N. Co.'s fast, electric-lighted steamer "Hassalo," arriv-ing at Astoria, 100 miles distant, about daylight; returning, leave Astoria at 7 A. M. (except Sunday), arriving at Portland about 5 P. M. All meals can be had on the steamer, and altogether the trip is most delightful, restful and comfort-

Particulars of Willamette River trip can also be had upon application at the O. R. & N. Co.'s city ticket office, Third and Washington. Telephone 712.

Catholic Pupils.

According to the figures prepared for 1889, the total number of pupils in the Roman Catholic parochial schools in the United States were \$53,725. Computed at \$25 per capita the cost of maintaining the parochial system of education would be over \$21,000,000 a year. These figures do not include any statistics of children educated in the very numerous orphan asylums under Catholic management. Academies, colleges and other institutions de-voted to higher education are also omit-

New York State leads all the rest, with Burbanks, hence the worms of last year | these evenings. In treating the people | 424 parochial schools and 136,289 pupils. to fine music, we should also see that Of these 48,417 were in the Archillocese of

The Archdlocese of Chicago

falls only a little behind New York, the total there being 48,300 parochial school total there being a, 30 parcental sector children. The Archdiocese of Cincinnati has 25,472, Milwaukee 27,703, Philadelphia, 40,133, St. Louis 24,430, Boston 27,747, Bul-timore 21,677, St. Paul 14,220, and Same

Francisco 13,000. The figures for some of the other d ses are: Cleveland, 32,361, Detroit, 17,200, Hartford 23,000, Fort Wayne 12,008, Indian-apolts 14,612, Louisville 13,800, Pittaburg 32,722, Providence 17,100, Scranton II,317, and Springfield 16,381. In the diocese of Salt Lake there are but three parochiak ols, with a total of 281 pupils

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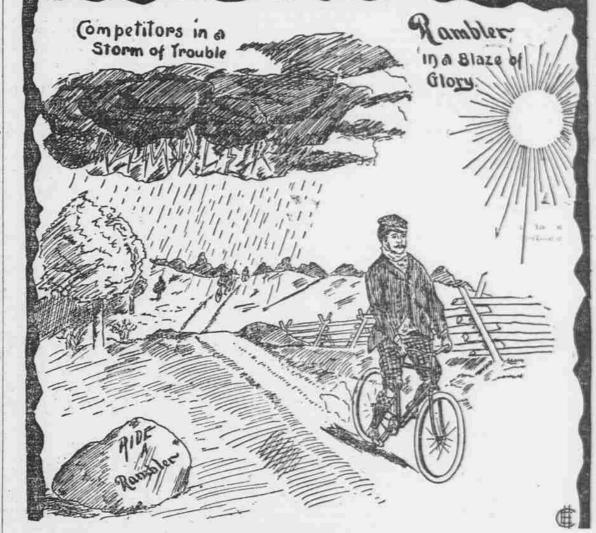
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