## SAILED AN EVEN RACE regular meeting the Commissions not to entertain any of them.

ALSTERUFER AND WILKOMMEN MAKE FAST PASSAGES.

Columbia River Lightship to Be Launched Sunday-Steamship Indrapura Sailed Yesterday.

The German bark Alsterufer and the The German bark Alsterufer and the German ship Wilkommen, which left the Columbia River together January 17, salied a remarkably even race round the Horn to the shores of old Ireland. The Alsterufer arrived at Queenstown yesterday, and the Wilkommen was but a single day ahead of her at Falmouth. This is about the closest salling that has been made by any of the fleet this year, although there were one or two tie races last year. Three other vessels, the Ger-man ship C. H. Watjen, British ship Andrets, and the French bark Alice, crossed out of the river the same day that the two racers sailed, but none of them has yet reported. Both of the ships made fast passages, the Wilkommen being out but select company by staying inside of the 130-day limit by the narrow margin of one

Thus far the January fleet is making better average passages than have been made by any of the ships salling earlier in the season. The Langdale and the Dunsyre have also arrived out this week after passages of 128 and 137 days re-

#### WILL BE LAUNCHED SUNDAY. Lightship 50 Expected to Be Afloat

in Baker's Bay. Lightship 50 is to be launched at Baker's Bay Sunday, according to the present intentions of the contractors. A number of men were taken down yesterday to prepare the ways, which will be simply a pair of plank walks, resting on the sands. The vessel will be lowered down the gentle incline on rollers, a cable holding her from moving too fast. This final trip will be made at low tide, and she will be permitted to rest at the water's edge until the tide rises and floats her off, when a couple of tugs will be ready to tow her across to Astoria. As the vessel draws only eight feet in her present condition, and the tide on Sun-day is expected to rise 10 feet, lightship 50 will probably find herself affoat again

before she realizes it, The vessel has been given a new keel in place of the old one, torn off while she was being beaten by the waves in her stranded condition. New copper plates have supplanted the old ones where necessary, and the hull has been painted below the water line. The finishing touches will be given her at Astoria.

#### SOUTH SEA WRECKS. Terrible Tales of Disaster From the

Antipodes. VICTORIA, B. C., May 16.—News was received by the steamer Moana of the loss of the steamer Federal off the Aus-tralian coast during the heavy gales of the end of March, and 32 persons were lost with her. Six bodies were recov-ered with a boat and three officers marked with the vessel's name, but no other wreckage was found and it was believed that the vessel foundered near the coast. When the bodies were found dingoes were eating them, and were driven away with difficulty. The bodies were hadly mangled

by the wild dogs and only a few were identified, including that of Captain Coulls and Engineer Hills. Fifteen of the lost sallors were married. The ship Louise Lamont was lost durire the same storm with 16 souls, and nating was heard of any of them. The lark Hawallan Isles was overdue and fears were expressed for her, but she ar-

#### ELECTRIC TURNED OVER. Wilnvis Will Now Be Quarantine Sta-

tion Boat. ASTORIA, May 16.—The steamer Electric, which has been in the Government quarantine service for the past two years, was formally turned over by Captain Babbidge to the Thilinket Packing Com-pany, this evening, Captain Babbidge has a contract to provide a boat for the take the Electric's place has chartered the steamer Wilavis, recently built by Captain Martin Smith at Rainier. The steamer has not yet gone into commis-sion, but will be in Astoria in a few days.

## INDRAPURA DUE SUNDAY.

pounds of steam.

She is 55 feet long, has triple-expansion

engines, and is allowed to carry 250

Big Liner Sailed From San Francisco for Portland Yesterday.

The Portland and Asiatic liner Indrapura sailed yesterday evening from San Francisco for this port, and should reach here on Sunday. This will give her eight days in which to discharge her part cargo of hage and leave outward for the Ori-ent. If the work of the San Francisco sievedores who have been discharging her in the Bay City is a criterion, she could not be handled in the specified time. Portland stevedores, however, have a rep utation for hustling ships through with good dispatch, and the Indrapura will get out on time with one of the largest cargoes that have ever been taken out of the Columbia River.

The British bark Hawthornbank cleared restarday for Queenstown or Falmouth or orders with \$1,607 bushels of wheat, valued at \$49,700. She was dispatched by the Portland Grain Company and will leave down the river this morning. Her place in port will be taken by the British ship Cypromene, which left up from Astoria yesterday morning. The present month offers quite a contrast to April in the manner in which the ships are mov-ing. In April nearly everything went out with a rush in the first half of the month. but in May the liveliest movement will be in the latter part of the month, as at east half a dozen vessels will finish be fore June 1.

Steamboat Inspectors Return.

United States Steamboat Inspectors Edwards and Fuller returned yesterday from an official trip to Idaho. They left Portland Monday and stopped en route to inspect the steamers Marion and Nerk at Warrendale, going from there to The Balles, where they inspected the steamer New Western Queen. At Newport, Idaho, they inspected the steamer Red Cloud. This craft is a small propellor which This craft is a small propellor which runs on the Pen d'Oreille River between Newport and Box Canyon, Idaho. The steamer is but & feet long, but it requires a longer journey to attend to her wants at inspection time than is required by the largest vessels in the district

Chicago's European Liner Affont. OGDENSBURG, N. Y., May 16.-The steamship Northwestern, from Chicago to Liverpool, which collided with a dredge below the Galoup Rapids and ran her bow nearly E feet up on the bank, has been floated, sustaining very alight in-jury. After taking on the lightened cargo she cleared for Montreal. The third steamship, the Northman, has gone safely through the rapids, drawing 13 rest

New River Pilots.

ASTORIA, Or., May 18.-A meeting of the State Board of Pilot Commissioners the State Board of Pilot Commissioners was held this evening, and river branches were granted to Captains John Peterson and W. C. Snow. There were several applications for bar branches presented, but at a private conference held before the

Freight Steamer Sunk DETROIT. May 16.-A dispatch was re-ceived at the office of the Star Line Company this morning reporting the sinking of the fast freight steamer S. D. Ewing in the Soo River, not far from Nine-Mile Point. The vessel belonged to the Corrigan fleet, and is said to be lying in 15 feet of water.

Sealers Doing Well. VICTORIA, B. C., May is.—Advices have been received from the sealers on the Japanese coast. They had bed weather but had secured fair catches. The Car lotta G. Cox had 400 skins on April 25, the Director 230 on April 29, and the Vera 200 on the same date.

Domestic and Foreign Ports. eather, showery. Ban Francisco, May 16.—Arrived—Steam-

## **WORKS EVIL TO SOLDIERS**

EFFECTS OF ANTI-CANTEEN LAW AT FORT STEVENS.

rrests for Intoxication Are More Frequent and Another Saloon Has Sprung Up Near Post.

ASTORIA, May 16.-The abolition of the canteen has been a detriment to the service, weakened the discipline among the rank and file, and worked an injury to the enlisted men, morally, physically and financially. At least, this has been the experience at Fort Stevens barracks, Domestic and Foreign Ports.

ASTORIA, May 16.—Left up at 8 A. M.—
British ship Cypromene. Condition of the bar at 4 P. M., rough. Wind, southwest;

of the proprietors of saloons adjacent to the Government reservation, would hail with delight the repeal of the law that

maintaining the canteen, there certainly must be some good reason for it. The Government has before tried the experi-ment of abolishing these post exchanges, but it has always, as now, proved a dismai failure, and I hope and believe that when Congress again convenes, the law enacted at the last session will be re-

## STUDENT BODY ELECTIONS.

Contest at University of Oregon Was a Lively One.

EUGENE, May 18.—The student body elections were held at the University of Oregon yesterday, the polls being open from 10 A. M. until 2 P. M. There was a great deal of electioneering around the polls, but there was no ill feeling among the candidates, and the university is satisfied with the selections. satisfied with the selections, which were

satisfied with the selections, which were as follows:

Board of athletic managers—R. Goodrich, '04; O. Garrell, '02; F. J. Zeigler, '02; Charles Redmond, '02; John Raulstone, '04; Clyde A. Payne, '04; C. L. Poley, '04.

Staff of University of Oregon Monthly—

#### FORT STEVENS BARRACKS.



er Grace Dollar, from Hoquiam; steam er Progreso, from Tacoma. Sailed— Steamer Walla Walla, for Victoria; steamer Hyades, for Seattle; steamer Victoria, for Chemainus; bark Levi G. Burgess, for Tacoma; barkentine John Smith, for Port Blakeley; schooner Lizzle Miller, for Coos Bay; schooner Sadie, for Umpqua River; schooner Bella, for Suis-law River; steamer Indrapura, for Port-

Port Townsend, May 16. - Arrived-Schooner Carrier Dove, from Valparaiso, Dan Pedro-Sailed May 15-Schooner James A. Garfield, for Coos Bay. Port Los Angeles-Arrived May 15-Steamer San Maleo, from Nanalmo, Port Townsend—Arrived May 15—Scho er William Olsen, from San Pedro, Redondo-Sailed May 15-Schooner Stim-

Port Blakely-Arrived May 15-Schoon Mateo, from San Pedro. Eureka-Sailed May 15-Steamer Signal, for Columbia River Queenstown—Arrived May 15—German ship Wilkommen, from Oregon. St. Vincent—Arrived May 15—Dutch

on, for Seattle

steamer Wilhelmina, from Oregon. Antwerp-Arrived May, 13-French bark Louis Pasteur, from Portland. Hong Kong-Arrived prior to May 15-Hong Kong-Arrived prior to May 18Steamer Victorian, from Tacoma.
Hamburg, May 16.—Arrived-German
bark Ellbek, from Portland, Or.
Queenstown, May 16.—Arrived-German
bark Alsterufer, from Oregon.
London, May 16.—Salled-British ship
Riverdale, for San Diego.
Queenstown, May 16.—Arrived-Germanic, from New York for Liverpool.
New York, May 16.—Arrived—Lahn, from
Bromen: State of Nebraska, from Glas-

Bremen; State of Nebraska, from Glas-

Arrived May 14 Scotia, from New York, via St. Michael, Liverpool, May 16.—Arrived—Westmin-ster, from San Francisco via Corona and St. Vincent, C. V. May 16.-Arrived-Sicilian,

Glasgow, Ma from New York. Plymouth, May 15.—Arrived—Fuerst Bis-marck, from New York for Cherbourg and Rotterdam, May 16.—Sailed-Statendam,

vealth, from Boston for Liverpool. Sailed Teutonic, from Liverpool for New York. New York, May 16.—Arrived—State of Nebraska, from Glasgow. Sailed-La Lorraine, for Havre; Kalserin Maria Theresa, for Bremen via Cherbourg and Southamp-ton; Deutschland, for Hamburg via Ply-

York, May 16.-Arrived-Pennland,

mouth and Cherbourg; H. H. Meir, for

#### SCHOOL TEACHERS BLECTED. Astoria Board May Decide to Elect

a Superintendent. ASTURIA, May 16 .- A special meeting of the Board of School Directors for the City of Astoria was held last evening for the purpose of discussing plans for the coming school year and electing teach-

ers to serve during that time. The resignation of Professor W. W. Payne as principal of the High School was read and laid over for consideration at a future meeting. A general discussion folowed, in which the general sentiment imong the directors appeared to be that the employment of a competent superinendent, who should have general supervision over all the schools, would be for the best of the schools. No action was taken owing to the absence of Director Barker, and it was desired that all the members be present when a decision is reached. Thirty applications for the position of superintendent of the schools were read. Teachers were appointed as

McClure school-Miss Dora Badollet. Miss Eleanor Critchley, Miss Emma Warren, Miss May Morgan, Mrs. Carrie Krager, Miss May Utringer, Mrs. Josie Mc-Cormick, Miss Frances Holden, Miss Lau-ra Gray, Miss Annie Olsen, Miss Ethel Blinn, Miss Maude Stockton, Miss Harriet Sayre.

Shively school-Miss Mary Garner, Miss Mary Dealey, Miss Kate Shively, Mrs. J. Adair school-Mrs. E. Lemon, Miss Maud

Bayles, Miss Kate Sinnott, Miss Emma Aamus, Miss Helen Dickenson. Alderbrook schobl-Miss Ellzabeth Mc-Cann, Miss May Fossett. A resolution was adopted, providing that all teachers msut file their acceptances on or before June 1 or the board would consider the appointments refused.

Believed to Be Marked Salmon A royal chinook salmon weighing 25 pounds, with the adipose fin missing, was delivered at the cold-storage plant of Lindenberger & Co. today. This is believed to be one of the marked fish turned out the Clackamas hatchery several

Bridge Warrants Paid. County Treasurer Thompson yesterday paid the balance of the warrants drawn on the Young's Bay bridge fund. The warrants amounted to \$155.83

#### DO THE COLUMBIA RIVER IN A DAY.

Ask the Oregon Railroad & Navigation Company's city ticket agent at Third and Washington for excursion rates and other details. You cannot afford to miss the scenic wonders of the Columbia River.

more to lower the American soldier in the eyes of the general public than any other one thing. When the canteen was in existence, to see an intoxicated sol-dler on the streets of Hammond or Wardier on the streets of Hammond or Warrenton, the two towns situated nearest the post, was an unusual sight. Now, as soon as pay day arrives, dozens of these men, the mejority of whom are joy-lal, free-hearted, happy-go-lucky sort of fellows, gather at these places, and there drink up their month's wages-sometimes during a single leave of absence of 24 hours—and when their money is gone, go staggering back to quarters to be thrown into the guardhouse until their drunken debauch is over. Within the past few weeks one new saloon has been started near the post, and more dissolute women.

Staff of Oregon Weekly—Editor-in-chief, A. H. Eaton, 'W; associate editors, O. B. Tout '0f, 'M. M. Scarsbrough, '02; business manager, Oscar Garrell, 'W; assistant, Fred G. Thayer, 'W. The athletic board will elect a track manager and an assistant at the close of the present season. All of the newly-elected officers will assume their dules at the beginning of the next collegate year.

According to the constitution of the Associated Students, the executive committee, consisting of the president, vice. debauch is over. Within the past few weeks one new saloon has been started near the post, and more dissolute women frequent the vicinity than ever before. These statements are not theories, but are cold, hard facts which can be proven by the residents of the towns, the officers at the poet, and by the colleged at the poet, and the poet at the poet, and the poet at t selves. Lieutenant Cloke, who has been the commanding officer at Fort Stevens or New York.

London, May 16.—Salled—Marquette, for New York

Queenstown, May 16.—Arrived—CommonQueenstown, May 16.—Arrived—Common
Salled

When solved rearrights the recanteen. When asked regarding the result of his experience as a post officer, and the comparative condition of the service with and without the canteen, he

"My experience as an Army officer has given me positive opinions in this mat-ter, and I am unreservedly in favor of having the post exchange with its can-teen, not only for the best interests of the service, and as a means of promot-ing discipline among the troops, but also for the better interests of the men, both morally and financially. I look upon the canteen in the light of what, perhaps. might be called a necessary evil. To keep the soldiers, or at least all of them from drinking, is as impossible as it would be to keep all civilians from induging in their glass of beer or something stronger whenever they feel like it. Prohibition in the Army is as impracti-cable as it has proven to be in civil life. The average soldier will have his occa-sional glass of beer in spite of all rules and regulations that may be imposed, and I hold that it is much better in every way that he do his drinking at the post exchange, where he is under certain re-strictions, and is assured of being served with a good beverage, than to go to a saloon where he often gets more than he can stand of the vilest compounds that

can be manufactured.

'To be convinced of the folly of abolish ing the canteens one has only to examine the facts and figures as shown by the of-ficial records of the post. When I first came to Fort Stevens the canteen was not kept in running order. about 150 men at the post, and the arrests for drunkenness and petty misdemeanors averaged from five to six per month About three months after taking com-mand I started a post exchange, includmand I started a post exchange, including a grocery store, slunchroom and canteen. To do this I incurred a debt for the company of nearly \$400, but within a short time that was all paid from the profits of the business, and before the new law went into effect the exchange was declaring dividends of about \$200 per month. This was placed to the credit of the company and used to purchase provisions and luxuries that are not included in the regular Government rations. A sergeant was placed in rations. A sergeant was placed in charge of the exchange with instructions to sell none of the men enough liquor to make them intoxicated. Under these conditions the number of arrests at the post was reduced to an average of less than one per month, and during the whole time there was not a single case whole time there was not a single case of chronic alcoholism.
"Since the abolition of the canteen.

Since the aboution of the canteen, however, not only has the number of arrests greatly increased, but we have had at the post within the past two months two genuine cases of delirium tremens and five cases of chronic altremens and five cases of chronic aly coholism. As to the savings of the men
I am unable to give positive figures, although I am sure they have shown a
decided falling off. Heretofore it has
been the custom for many of their men
to deposit a goodly portion of their pay
with the officer in charge, but at the last
payday the deposits were very few. The
public has but to remember that it is
to the officers' personal advantage, as
well as to the best interests of the service, to promote good discipline among
the men, not to encourage drunkenness
as is alleged by many, and when nearly
eyery one of them declares in favor of

within a few short months has done Editor-in-chief, George O. Goodall, '02; associate editors, Grace Plummer, '02;
Harvey B. Densmore, '03; business manager, John B. Winstanley, '03; assistant,
C. L. Poley, '04.
Staff of Oregon Weekly—Editor-in-chief,

president, secretary, treasurer and asso-clate members, will be elected by bal-To Represent University. Craig left last night for Capitola, Cal.,

where they will represent the University of Oregon at the Pacific Coast Y. M. C. A. conference, which begins ton continues until the 27th inst. Judges in Oregon-Washington De-

bate.

Hon. J. B. Cleland, of Portland; Pro-fessor Haverbach, of Whitman College, and Professor Bates, of Pacific Univer-sity, will act as judges in the Oregon-Washington debate here tomorrow night, For the Alaska Patrol. SEATTLE, Wash., May 16.—Two United States Coast and Geodetic Survey vessels, the Patterson, Captain J. F. Pratt commanding, and the McArthur, Captain Westdahl commanding, sailed at midnight for Alaska to begin their annual Summe work in those waters. The Patterson will pliot the McArthur to the scene of

are to be the waters in which the Patterson will work.

the latter's operations-the Sannak Isl.

ands, an outlying group of the Aleutian archipelago, Cross Sound and Icy Strait

Caused by Family Troubles. FAIRFIELD, Wash., May 16.—Samuel Horebaugh, ex-State Horticultural Inector of Utah, fired five shots at his other-in-law Ralph A. Pidcock Three took effect and it is feared the victim will die. Family troubles were the motive. Pidcock was a postoffice clerk at Ogden for many years,

Not Governor Johnson's Brother, MONTGOMERY, Ala., May 16.-The Seattle dispatch saying that Felix Johnson, who committed suicide in this city, probably was a brother of Governor Johnon, of Alabama, is an error. Governor Johnson has no brother named Felix.

New Oregon Postmasters. WASHINGTON, May 16 .- Oregon postmasters were appointed today as follows:
William R. Coleman, at Phoenix, vice
William F. Towne, resigned; C. E. Hedge,
at Svlyan, vice Oscar C. Michner, re-

Ayers Murder Mystery.

WASHINGTON, May 16.—The Ayers murder mystery is claiming the attention of almost the entire detective corps of this city. Willie Wolfe, a 14-year-old boy who lives opposite the hotel, says he heard three pistol shots and immediately went to the window, whence he saw a man clad in a dark skirt enter the escape from the window of young Ayers' room and, after descending to the second story, disappear through the parlor window. The story corroborates the state-ment of Mr. Baker, made yesterday. The Coroner is satisfied it was a murder.

Big Sale of Pine MARINETTE, Wis., May 16.—The Menominee Bay Shore Lumber Company, of Menominee, Mich., has sold to the Glen Eddy Lumber Company, of Saginaw, Mich., 200,000,000 feet of pine, tributary to Ashland, Wis. The consideration at the

## WILL ENCIRCLE THE GLOBE

PLANS OF HILL AND MORGAN FOR NEW TRANSPORTATION SYSTEM.

Only One Link, a Line Between Alexaudria, Egypt, and Hong Kong, Is Missing,

ST. PAUL, May 16.-The Pioneer Press tomorrow will say:

Plans for a transportation system contemplated to encircle the globe are cred implated to encircle the globe are cred-ed to J. J. Hill, of the Great Northern, and J. Pierpont Morgan, of New York. It is stated that but a link to the chain is lacking and that before Mr. Morgan's return from Europe within a week or two it will be supplied. The great factors in the new system are the Great Northern, the Great Northern Steamship Company, Mr. Hill's Trans-Pacific line soon to be in operation, and the Leyland lines, re-cently purchased by Mr. Morgan. The acquisition of these lines and the one

This, mind you, does not mean the organization of a single company to man-age an all-around-the-globe line," said the person mentioned. "As I understand it, the relations between Mr. Hill and Mr. Morgan will result in a mutual understanding, traffic agreements and all the other paraphernalia of common interests, giving the parts of the system complete harmony and effecting the same thing as if all were under a single ownership."

Starting from Buffalo, the Great Northern Steamship Comapny, the Great Northern Railway and Mr. Hill's Trans-Pacific steamers will give almost an air line to Yokohama, Shanghai and Hong Kong. A link to be supplied will continue the line to Alexandria via Singapore and Bombay and from Alexandria, Morgan lines will connect the Mediterranean ports, Liverpool and London. The Ley-land line gives direct connection between London and Philadelphia and Liverpool and New York and the roads controlled by the Morgan-Hill interests complete the last division with the connections to Buffalo.

Not Worrying Over Combines. NEW YORK, May 18.—Sir Charles Rivers Wilson, chairman of the board of directors of the Grand Trunk Railroad nd representative of the English stock holders in that property, has arrived in this city. In a day or two he will go to Montreal. He explained that he was about to make his yearly inspection of the

railroad's property. He continued:
"We are doing exceptionally well, and have done so for the last five years. We are not in the storm center of amalgamation or consolidation, which seems to be the order of the day here. We are going along attending to our own busi-ness and not bothering with other roads." When asked what he thought the re-

when asked what he thought the result of the recent corner in Northern Pacific would be, so far as English investments in American securities was concerned, he replied:

"I don't think it will amount to anything. America is making great strides commercially, but we are used to that sort of thing now. Mr. Morgan has accomplished a great many things and his complished a great many things, and his name is on every one's lips."

Henry Villard's Estate

White Plains, N. Y.-C. A. Spofford, the executor of the estate of Henry Villard, of Dobbs Ferry, paid to the County Treasrer of Westchester County recently the transfer tax on the estate, amounting to \$31,747, 5 per cent having been taken off for prompt payment. This is the largest for prompt, payment. This is the largest transfer tax ever paid in Westchester County. Lawyer Frederick E. Weeks, the appraiser of the estate, found the personal property to amount to \$2,853,821 gross and \$2,794,640 net, liable to tax. The principal beneficiary is the widow, Mrs. Fannie V. Villard, who will receive \$1,278,456 48. Oswald G. Villard, a son, receives \$563,962 24, and Harold G. Villard, a son, receives \$513,802 24, which is \$50,000 less than the bequest to his brother. The testator states quest to his brother. The testator states in his will that his son Harold received an daughter of Mr. Villard, receives \$137,000. There are many bequeets to friends and relatives in foreign countries, upon which the estate will have to pay a tax to the United States Government of \$36,842 04.

## Kearns and the Short Line.

New York Sun.
United States Senator Thomas Kearns, of Utah, who arrived here on the Majestic on Wednesday, wanted to find out all he could at the Waldorf last night about the Northern Pacific fight, inasmuch as he has a fight on with the Harriman interests. Senator Kearns and Senator Clark, of Montana, are interested in the San Pedro. Los Angeles & Salt Lake City Rail-road, which is constructing a line from Los Angeles to Salt Lake City. It will be an opposition road to the Oregon Short Line, controlled by Harriman, and the latter has succeeded in preventing the Clark-Kearns people from running through cer-tain passes on the Montana frontier. If was this victory of Harriman that brought Senator Kearns home in a hurry.

Elevated Railroad Consolidation. CHICAGO, May 16.-J. J. Mitchell announced today that within two weeks plans would be perfected for the con-solidation of the various companies own-ing the United Elevated Loop, the Northwestern Elevated Road, the Lake-Street Elevated Road and the Metropolitan Owners of the South Side Rapid Transit Company are said to ask a price which will keep the Alley "L" out of the com-bination. The bonded indebtedness of the various corporations interested aggregates \$27,888,000 and the capital stock of each ls as follows: Union Loop, \$5,000,000; Lake Street, \$10,000,000; Northwestern. \$10,000,000; Metropolitan, \$16,500,000.

DENVER, May 16.—President Jeffrey, of the Rio Grande, said today: "There is not one word of truth in the published report telegraphed from New York that the narrow gauge line of the Rio Grande from Salida to Santa Fe is to be widened and extended from Santa Fe to El Paso."

Mr. Jaffrey will leave for New York, where arrangements for the absorption of the Rio Grande Western will be com-pleted.

Missouri Pacific Branches, FORT SCOTT, Kan., May 16.—The an rual meeting of the Kansas & Colorad Pacific and the Fort Scott Central Rail-Pacific and the Fort Scott Central Hall-way Company, both branches of the Mis-souri Pacific, were held here today. George Gould was elected president. C. G. Warner, vice-president; A. H. Calef, sec-retary and treasurer; G. H. Richards, as-sistant secretary; D. S. H. Smith, as-sistant treasurer; A. H. Webb, C. E. Benton and George O. Bacon, directors.

Great Surprise to Mellen. EVERETT, May 16.—In an interview today, Division Freight and Passenger Agent R. T. Bretz, of the Seattle & International Railroad, said:
"I had an interview with President Mellen at the time of the Wall street excitement, and he said he was never more surprised in his life than at the sudden turn taken in Northern Pacific stock."

St. Louis & San Francisco Plans. NEW YORK, May is.—At a special meeting of the trust certificate holders of the St. Louis & San Francisco Railroad Company, held today, the plan for the consolidation and refunding of the company's bonded indebtedness was rat-ified.

REFUSED MEDICAL AID.

Death From Burns of a Chicago "Dowielte."

CHICAGO, May 18.—After lingering 12 days, during which time she suffered much pain, Mrs. Josephine Christensen, much pain, Mrs. Josephine Christensen, wife of Louie Christensen, both "Dow-leites," and who with her 2-year-old baby was frightfully burned in the Marquette-avenue fire in South Chicago the morning of May 5, died last night. Mrs. Christensen refused medical aid to the last, and was the only one of those injures

in the fire to die.

Mrs. Christensen's death was peculiarly pathetic. She made a heroic attempt to save her baby when her home Pressing it to her breast she stepped into the hallway, and was glmost swall lowed up in the burst of flames and smok which shot into the room as she opened in operation, and the Leyland lines, recently purchased by Mr. Morgan. The acquisition of these lines and the one missing link, a line between Alexandria, Egypt, and Hong Kong, China, is said to have been Mr. Morgan's special purpose in visiting Europe. It was said by a person conversant with the plans, that the new system will be operative as soon as Mr. Hill's Pacific steamships are commissioned. as he could reach and then dropped her to the ground. She was on her feet al-most immediately and received the baby when it was lowered.

The two were taken to the home of Frank McKee, and there she and her hus-

band absolutely refused medical aid either for herself or the baby. The police findly took the baby by force and placed it in the care of Dr. Lamb, where it still is. Christensen and several others of his belief prayed for the relief of Mrs. Chris-tensen, and after several prayers the woman declared that she felt no pain. Later she was removed to the Zion Home. and until the time of her death continued to suffer without medical aid. It is said the officials at the Home and her husband insisted that she was not

badly injured, and that she would soon New Overland Ticket Office

For all points East. Lowest rates. Superior attractions. Excellent service. Personally conducted excursions daily, via Rio Grande Western Railway, 122 A Third street, entrance new Failing building.

TRAVELERS' GUIDE.



Time Card of Trains PORTLAND

"North Coast Limited" 2:00 P. M. Trota A. M. Twin City. St. Louis A. Kan. City Special 11:30 P. M. S:00 P. M. Olympia, Taconas, Seattle, South Bend and Gray's Harbor Exp... 8:35 A. M. 5:15 P. M.

Two trains fally to Spokane, Butte, Hel-ena, Minneapolis, St. Paul and the East, A. D. CHARLTON, Asst. Gen'l Pans, Agt. 285 Morrison St. Portland, Or.

## Northern Commercial Co.

Nome---St. Michael---Ynkon River

San Francisco. Seatty
Portland May 25 June 1
St. Paul June 1
Connecting at St. Michael for Dawson City
and all intermediate points.
For rates of passage, freight

Empire Transportation Co. Puget Sound Agent.

# Pacific Coast Steamship Co.

FOR NOME The magnificent new steel Steamship Seriator will sall direct. From Tacoma 12 m., Seattle 9 p. m. May 30, '01.

For rates, reservations and other information apply to the company's agents— Or. Cricket Office 907 Pacific avenue, Tacoma G. M. LEE, Ticket Agent.
F. W. CARLETON, N. P. R. R. Dock, Tacoma, Wash.
Ticket Office 618 First avenue, Seattle.
M. TALBOT, Comm'l Agent.
C. W. MILLER, Ast. Gen'l Agent, Ocean

C. W. Billing, and Dock, Seattle, Wash.
GOODALL, PERKINS & CO.,
General Agents, San Francisc



RIVER SCENERY The Dalles Route

COLUMBIA

LOCKS, HOOD PORTLAND, CASCADE LOCKS, RIVER and THE DALLES. Leave Cak-street dock at 7 A. M. Dalles, T.A. M. M. V. HARRISON, W. C. ALLAWAY, Agent, Portland.

# DOMINION LINE

ord Voyage & Days. 7 Hours, 22 Minutes BOST IN to LIVERPAUL VER QUEENSTOWN w England. Twin Screw, 11,000, May emmonwealth, Twin Screw, 12,000, June PORFLAND to LIVERPOOL via QUEENSIOWN THOMAS COOK & SON, P. C. Gen'l Agents,
San Francisco, Gal.

Oceanics.S.Co. NEW THIN SCIENT BOOK SOON A VENTURA

SS. ZEALANDIA (Honoisiu only)
Saturday, May 20, 10 A.
SS. MARIPOSA, for Honoisiu, Samos, New
Zenland and Australia
Thurs, May 30, 10 A.
SS. AUSTRALIA, for Tahiti...About June J. B. SPREDEELS & BBOS. CO., General Agents, 327 Martet St. Geo'l Passanger Office, 645 Martet St., Pier Sc. 7, Poolfo St.

Portland, Salem Independence

## WHITE COLLAR LINE

WHITE COLLAR LINE STR. BAILEY GATTERT.

DALLES ROUTE.

Dally round trips. Leaves foot Aider street every morning at 7 o'clock, except Monday.

Arrive at The Dalles 3 P. M. Leave The Dalles 4 P. M. Arrive Fortland II P. M.

Telephone Main 881.



AND UNION PACIFIC Union Depot, Sixth and J Streets

THREE TRAINS DAILY FOR ALL POINTS EAST

CHICAGO-PORTLAND SPECIAL SPOKANE FLYER.

okane, Eastern Washington and Great points, leaves at 6 P. M.; arrives at ATLANTIC EXPRESS. Leaves for the Fast, via Huntington, at 9 M.; strives at 8:10 A. M. THROUGH PULLMAN TOURIST SLEEPERS.

OCEAN AND RIVER SCHEDULE. Water lines schedule subject to change with OUT NOTICE.

OUSAN DIVISION - From Portland, leave Answorth Dock at S P. M.; sail every 5 days dearner Eider sails May 2, 12, 22, Steamer Columbia sails May 7, 17, 27.

From San Francisco - Sail every 5 days, Leave Spear - street Pier 24, at 11 A. M.; Steamer Columbia sails May 3, 13, 23; eteamer Eider sails May 5, 15, 28. COLUMBIA RIVER DIVISION.

PORTLAND AND ASTORIA. Steamer Harsalo leaves Portland daily, copt Sunday, at 8:00 P. M.; on Saturday 10:00 P. M. atturning, leaves Astoria dai except Sunday, at 7:00 A. M. WILLAMETTE RIVER DIVISION. PORTLAND AND SALEM, OR.

Steamer Elimore, for Salem, Independence and way points, leaves from Ash-street Dock to 6-65 A. M. on Mondays, wednessays and Fridays. Returning, leaves Independence at 6 A. M., and Salem at 7 A. M., on Tuebdays. Chursdays and Saturdays. CORVALLIS AND ALBANT.

YAMRILL RIVER ROUTE. PORTLAND AND DAYTON, OR.

SNAKE RIVER ROUTE.

RIPARIA, WASH. AND LEWISTON, IDAHO Steamers leave Riparia at 2-49 A. M. dally, arriving at Lewiston about 3 P. M. Saturning, leave Lewiston at 5:30 A. M., arriving at Ri-paria same svening. A. L. CRAIG, General Passenger Agt. CITY TICKET OFFICE.

254 Washington St., Corner Third. PORTLAND & ASIATIC STEAMSHIP CO.

For Yokohama and Hong Kong, calling at Kobe, Naga-aki and Shanghal, taking freight in connecting steamers for Manila, Port ar-hur and Visitiyontock. SS. INDRAPURA SAILS MAY 28. For rates and full information call on on distress officials or agents of U. H. & M. Co.



Deput Fifth and Arrive UVERLAND E. \*8:30 P. M. for Salem, House burg, Ashiand, Pac-c a men bu, Oguen, San Francisco, dio-san francisco, dio-pare, Los Angales, El Paso, New Or-sans and the East.

ibany passenger ... \*10:10 A. M. \*4:00 P. M evalls passenger. [[S:50 P. M.

seridan passenger. |8:25 A. M.

At Woodburn daily scept dun-days, murning train

onnects with

14:50 P. M

\*7:20 P. M.

\*Duily, Hairly except Sunday. Rebate tickets on sale between Portland, Sucramento and San Francisco. Net rates \$17 fleet class and \$11 second class, including sleeper. Rates and tickets to Eastern points and Enoppe. Also JAPAN, CHINA, HUNDLULU and AUSTRALIA. Can be obtained from J. B. KIRKLAND, Ticket Agent. 146 Third atreet.

Passenger Depot, foot of Jefferson street.

Leave for Oswego daily at 7:20, "100 A. M.; 12:20, 1:55, 3:25, 4:40, 6:26, 8:30, 11:30 P. M.; and 2:00 A. M. on Sundays only. Arrive as Portland daily at "blue o. in, "10:36 A. M.; 1:35, 3:10, 7:30, 6:15, 7:40, 10:00 P. M.; 13:68 A. M. daily except Monday, 8:38 and 10:05 A. M. on Sundays only. Leave for Bailas daily, except Sunday, at 5:00 P. M. Arrive at Furthque at 0:20 A. M. Prasenger train leaves Dailus for Arris Mondays, Wednesdays and Fridays at "5:50 P. M. Returns Tuesdays, Thursdays and Saturdays. "Except Sunday.

R. KOENLER, C. H. MARKHAM, Manager, Geo. Frl. & Pass. Agt.

Pacific Coast Steamship Co. FOR ALASKA

The Company's steamships COTTAGE CITY, SPOKANZ, STAIE OF CAL. and CITY OF TOPENA heave TACOMA 11 A. M., SEATTLE 9 P. M., May S. 10, 18, 29, 25, 20; June 4, 9, 14, 19, 21, 29; July 3. For further infor-mation obtain tolder. musion obtain folder.

The Company reserves the right to change steamers, sailing dates and hours of sailing without previous notice.

AGENTS-N. POSTON, NO Washington St., Portland Or. F. W. CARLETON, N. P. R. R. Dock, Teroma, Ticket utilize, side first away. Seattle, M. Talledt, Commi Agt., C.W. Miller, Asst. Gen'l Agt. Occan Dock. Seattles, GOODALL, PERKIAS & CO., Gen'l Agenta, Ean Francisco.

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STEAMSHIP IDSUMI MARU About June 3d

Astoria & Columbia River Railroad Co.

LEAVES Depot Fifth and ARRIVES For Margers, Hainier Clatskanie, Westport Internation of the Control of the Co

J. C. MAYO, Gen. Pass. Agt., Astoria, Ge.