THE TAXATION PROBLEM

CONFERENCE AT BUFFALO SEEKING A SOLUTION.

Increase in Expenditures Out of All Proportion to the Increase in Population.

BUFFALO, N. Y., May 23.—The conference on taxation called by the National Civic Federation, held in the rooms of the Historical Society, was called to order by Professor Edwin R. A. Seligman, of Columbia University, general committee chairman, who introduced Mayor Diehl. The Mayor welcomed the delegates and extended the freedom of the city to the visitors. Frederick N. Judson, of St. Louis, was then called to the chair and presided at the opening session.

Professor Edwin R. A. Seligman delivered an address outlining the object of the conference. Professor Seligman declared that while economy in government is necessary, the taxation problem cannot be solved as the cutting down of expenditures. He then went on to show that public expenses have increased far more rapidly than has the population. He said:

"The population of New York City today is about the same as that of the entire country at the beginning of the present Government. Yet, whereas New York spends about $100,000,000 a year, the expenditures of the United States began at $4,000,000, and even during the first decade of its existence under the present Constitution averaged only about $8,000,000 a year. In the Federal Government, whereas since 1790 the population has increased 20 fold, from 4,000,000 to 80,000,000, the expenditure has increased 150 fold, from $4,000,000 to $600,000,000.

"In the state and local finances the figures are still more striking. New York State spent in 1796 less than $150,000; it spent in 1900 $25,000,000, or 166 times as much. New York City spent in 1800, with a population of 60,000, a little over $100,000. By 1900 its population had increased 60 times, but its expenditures had increased 1000 times. The burdens are beginning to be felt."

Professor Seligman said that the economical transitions of the past few decades have made necessary a revision of tax systems. He said:

"The changes are three in number: first, th transition from the agricultural to the industrial stage; second, the growth of corporate enterprise; third, the broadening of the market and the disappearance of state lines in business activity."

He pointed out the difficulty of applying tax laws to personal property, and suggested the inheritance tax as a partial solution of the question. The knottiest problem of all, however, he declared to be the taxation of corporations. Enumerating some of the questions involved, he said:

"What is the franchise of a corporation, and how shall it be estimated? Shall earning capacity of other critera form the test of taxable ability? Shall we seek a method of assessment which even though only roughly approximated, shall be certain, or a method which, while not subtle and delicate, involves arbitriness? Shall all corporations be treated alike, or shall different classes be taxed at different rates? Shall pure business corporations be exempt or favored? Shall foreign and domestic corporations be assessed in the same way? Shall interstate corporations be treated according to a uniform law? These are only a few of the points upon which light must be thrown before we can even approach a satisfactory solution of the problem."

The session was devoted to the discussion of general property tax and the taxation of the farmers, with papers by State Senator James R. Garfield, of Ohio, and Max West, of the United States Industrial Commission.

NATIONAL MOTHERS' CONGRESS.

Sensational Incident at Yesterday's Session.

COLUMBUS, O., May 23.—There was an incident in the National Mothers' Congress today which caused a decided sensation, and which was only ended by the delegates indulging in a silent prayer, followed by the recitation of the Lord's Prayer in concert. The affair arose during the effort to organize an Ohio branch of the congress. Mrs. Theodore Barney, president of the National congress, delivered her annual address, speaking on "The Duty of Mother to the Child." Mrs. Cora Stanley Brown, of Illinois, made an address. When the nominations were closed in the Ohio branch, Mrs. E. M. Hatton, Mrs. Coon Brown, Mrs. John Mulford, Mrs. James R. Hopley, Mrs. Charles C. Pavey and Mrs. Stephen R. Clark were named, but each declined with the exception of Mrs. Hatton, and it soon appeared that there was opposition to Mrs. Hatton which was of a personal nature. Confusion reigned, and there was much excitement in the auditorium. Mrs. Shaffer, of Pennsylvania, arose and said she was ashamed of Ohio, and others followed in the same line. The Ohio women promptly defended themselves, and Mrs. Hatton, whose position was unhappy to a degree, suggested three minutes of silent prayer, which was followed by the recitation of the Lord's Prayer in concert. Mrs. Hatton resigned from the contest and a truce was declared by the calling of an Ohio meeting, to be held at the close of the session.

Trans-Mississippi Congress.

CRIPPLE CREEK, Colo., May 23.—The official call for the 12th session of the Trans-Mississippi Commercial Congress, to be held in this city July 16 to 20 inclusive, has just been issued by E. R. Moses, of Great Bend, Kan., chairman of the legislative committee. The call says:

"It is the general desire of the members of the executive committee to confine discussion to subjects of general interest and exclude those which are either of a local or political nature. Whilst any question germane to the objects of the congress may be introduced by any delegate, the chairman of the executive committee will be grateful for suggestions as to questions to be discussed by any citizen of the Trans-Mississippi country."

Conductors' Convention.

ST. PAUL, May 23.—Pittsburg was this afternoon chosen for the place of meeting by the conductors in 1903, winning by 10 votes over Cincinnati. E. E. Clark, who has held the office of grand chief conductor since 1890; Assistant Grand Chief Conductor Barritzon and Grand Secretary and Treasurer C. A. Maxwell were re-elected. Charles H. Wilkins, of Chicago, was today elected grand senior conductor.

Architectural League of America.

PHILADELPHIA, May 23.—The third annual convention of the Architectural League of America began in this city today.

Inspecting Our Methods.

NEW YORK, May 23.—A. Schwarz, chief constructor of the German Navy, and Professor Ernest von Halle have just arrived in this country for the purpose of studying our industrial methods on behalf of their government. They will visit the Cramp and Newport News shipbuilding yards, also the Baldwin Locomotive Works, besides making an inspection of various important manufacturing undertakings in Pittsburg, Cleveland and other industrial centers.

Wilhelm Kertrank, general manager of the Prager-Eisen Industrie Gesellschaft, Vienna, said to be one of the largest iron and steel plants on the continent of Europe, principally engaged in government work, who has been in this country for several weeks past, sailed today for Europe. He is understood to have made some preliminary arrangements with various Western manufacturers for the extensive shipment of machinery to be installed in the Austrian plant. Further contracts will, it is said, be placed on his return to Vienna.

THE GRANT WRECK.

Expected That Vessel Will Be Floated Today or Tomorrow.

VICTORIA, B. C., May 23.—The tug Mystery arrived at midnight from the scene of the Grant wreck, bringing Lieutenant Satterlee and Divers McHardie and MacDonald, who came down to secure more lighters for the salvage operations. The divers report that the hull is not badly torn, but is punctured in a number of places and some plates are cracked. They stopped some of the holes and with more lighters expect to be able to float the ship tomorrow or next day. She is still in the same position, with head down and stern lifted. The officers and crew are camped at Village Point.

MYSTERIOUSLY DISAPPEARED.

Young Man Who Recently Returned to California From Oregon.

SANTA ANA, Cal., May 23.—Ross Widdihold has mysteriously disappeared from Placentia, and Sheriff Lacy is searching high and low for him. Young Widdihold returned to this country from Oregon two weeks ago, in search of his elder brother, whom he claimed was being detained at the house of George Hinds, a Spiritualist at the head of Placentia avenue. Sunday last Widdihold visited Hinds' ranch, since which time his whereabouts are unknown. Sheriff Lacy proceeded to Placentia to search Hinds' ranch, and to arrest both Hinds and a man named Thales. The Sheriff searched the premises, but could find nothing of the young man. Hinds told the Sheriff that the other Widdihold boy died last November; that Ross Widdihold came to his place Sunday a week ago, and that they told him to leave at once. Sheriff Lacy will continue the investigation.

THE OHIO DELEGATION.

Enjoyed an Excursion Over Lake Washington as Seattle's Guests.

SEATTLE, May 23.—The Ohio Congressional delegation, with their wives and families, spent the afternoon and night here. They arrived at 2:30 o'clock, and after being driven about the city in carriages, went on an excursion over Lake Washington, which was greatly enjoyed, as the weather was fine. General Dick, speaking for the members of the party, praised the city and the state. He said that Washington would profit more by McKinley's policies than any section of the country. The party leaves tomorrow morning over the Northern Pacific for the East.

Crime in Oklahoma.

WICHITA, Kan., May 23.—J. W. Mahey poured the contents of a double-barreled shotgun into Homer Keen at Augusta, Okla., without any apparent cause. Keen was fatally wounded. A mob was formed to lynch him, but it has not found the officer who arrested him.

AT THE HOTELS.

THE PORTLAND.

S J Williams, Ohio
Mrs H d Williams, do
G T Williams, San Fr
S E Melville, U S N, Washington, D C
Mrs M M Fulton, StPl
Miss Fulton, St Paul
A F Fulton, St Paul
W H Parsons & wife, Chicago
D J Macdonald, San Fr
C B Ehrier, Spokane
J A Dougherty, St L
John T Grayson, N Y
Henry T Sloane, N Y
Miss Sloane & md, N Y
Miss Emily Sloane, NY
A C Brown, N Y
Miss Hunt, N Y
Miss Anne Wilson, St Paul
T J Beaumont, St Joe
Victor H Wolff, S F
F Wolff, city
R P Lewis, St Louis
J E Manerhan, N Y
A S Levy, N Y
S N Greenbaum, N Y
H Kelso, St Louis
A B Hazen, Union
D A Robinson, Seattle
Geo Hunter, Vancvr
Ann Hathaway, N Y
F D Wetherby, Boston
B Boas, San Francisco
E F Wittler, Seattle
H S Smith, Cincinnati
Miss Smith, do
W M Weil, N Y
R Gibson, N Y
H F Perry & w, Bloomington, Ill
F M Ehnendorf, S F
Geo Alexander & dtr, Chicago
J Wolf & wf, Chicago
H W Knight, N Y
S Sinsheimer, Chicago
Josh L Wilson, Kan C
G H Hayes & wf, Victoria
W W Potter, London
C H Johnson, Chicago
Capt G H Penrose, U S A
Mrs Haultane, Nelson, B C
Mrs S G Haultane, do
L W Billings, Chicago
Rev H W Kellogg & w
F M Kirby & wf, Wilkesbarre, Pa
J M Church, La Grand
S C Swift, San Fran
C Propach, Chicago
H G McKinley, La Crosse
H E Stock, Tornto
A Liebenthal, San Fr
Jas M Shoup, Alaska
Geo W Stewart, Mass
S Elmore, Astoria

Columbia River Scenery—Regulator Line steamers, Oak-St. dock. The Dalles, Hood River, Cascade Locks and return.

THE PERKINS

Wm Neville, Astoria
F Smith, Tacoma
M McLean, Spokane
E E Bartholomew, Heppner
C R Hamblin, Cincinn
Mrs T Richard, Skamokawa
M F Patton, Spokane
Mrs M F Patton, do
T F Dean-Hermis, Sag Harbor
Albert H Hutof, N Y
Mrs A Dougdale, Butte
Miss A Dougdale, do
A L Wilson, Chicago
P J Stadelman, Dalles
Chas Hill, Seattle
C M Martin, McMinnv
C F Shortridge, Dolph, Or
Rufus Drum, Toledo, O
J R Upton, St Paul
C J Williams, S F
J F Smalls, San Fran
J B Morris, San Fran
Mrs Etta Pope, Albany
B F Beckman, N Y
Mrs Beckman, N Y
O P Graham, Warrenton
Geo Murray, Montesano
C S Webb, Moro
W E Frazier, Albany
J C Bewley, Tillamook
Stein Smarma, LosAng
D B Kelly, Oakland
Mrs L C Dickman, Los Angeles
C T Peterson, Seattle
L W Walker, Los Angl
Mrs Walker, Los Ang
G M Hyland, city
T H Tongue, Hillsboro
Miss Bertha Tongue, do
Miss Elizabeth Tongue, Hillsboro
Ben Bisinger, Phila
A C McIntyre, Athena
Mrs A C McIntyre, do
D W McMurphy, Little Falls
Frank E Dunn, Eugene
J C Wolf, Silverton
E M Tucker, Jefferson
B R Benton, Silverton
G B Benton, Silverton
S E Dean, Walla W
E P Mahaffey, La Grd
W Cobleigh, Hoquiam
W G Hoch, Toronto
J Friends, San Fran
J E Sherar, Dalles
Geo T Cessian, Tacoma
W H Ludden & mother, Spokane
A Buckley, San Fran
Ella M Lyman, Tacoma
Mrs A Amendson, Wrangel, Alaska
A J Amendson, do
C C Watteson, Seattle
N H Lillie, Tacoma
Mrs Hattie Conlo, Minneapolis, Minn
Mrs Geo R Martin, Centralia, Wash
S B Huston, Hillsboro
E K Gaynor, Denver
Thomas Murray, Montesano, Wash
E Wright, McMinnville
Carl Wright, do
John Ingraham, Seattle
C E Moulton, Tacoma
J B Eddy, Forest Grv
E J Bower, Spokane
Chas Hill, Seattle
H J Miller, Aurora
W W Cardwell, Roseb
J B Caufield, Roseburg
F S Drum, Eugene
S B Blake, San Fran
Wm M Blake, N Y
A L Nair, San Fran
A Christenson, Lewistn
J B Osborne, Atlanta
W A Carr, Spokane
John Carter, Arthur, Ill
Mrs John Carter, do
J N Stacy, Lewiston
E E Whitney, Chicago
W H Wilson, Dalles
Chas G Stein, San Fr
F G Butler, Los Angls
W J Oerdeker, N Y Cy
Mrs W J Oerdeker, do
Mrs H Brodie, McMinn
J E Sibley, Dallas, Or
C W Sibley, Fairfield, Ill
L E Selig, Astoria
Mrs F Parthon, Astoria
Mrs F L Snyer, Astoria
S P Reed, McCoy, Or
T O Hedgerson, Minpls
Louis B Richards, do
Frank Menefee, Dalles
A Scherneckau, Astoria
Mrs A Scherneckau, do
J Adi Newell, McMinn
Alex Brunner & wf, Astoria
W R Hawkins & wife, Ilwaco
Chas Mattson, Ilwaco

THE IMPERIAL.

C. W. Knowles, Manager.

B A Lawsen, Astoria
E T Long, Oregon
Mrs Long, do
F M Kirby, do
Mrs Kirby, do
G L C Frantz, do
Mrs Frantz, do
Geo F Plunkett, St Pl
F W Chausse, Gr Pass
Geo C Catlett, San Fr
John L Evans, Sumpter
John C Young, Bakr C
J B Gibbons, Marshfld
J W Bennett, San Fr
J C La Brun, Chicago
Mrs E S Clark, Chemawa
Geo F Cainn, Tacoma
Mrs L A Potter, Chemawa
A W Stowell, Vancvr
Mrs D K Warren, Warrenton
Mrs C R Higgins, Astoria
A E Van Enden, Or
Mrs E C Leyde, Astoria
R A Ramsey, Harrisburg
Henry B Thielsen, Salem
F D Knettner, Astoria
Mrs Knettner, Astoria
J A Storey, Caso Lks
H G Van Dusen, Astoria
Mrs C H Moor, Stevenson
James Hemenway, Cottage Grove
Mrs Minnie De Peatt, Athena
Mrs E A Holmes, Walla Walla
Master Holmes, do
Mrs E R Holmes, Islnd City
W J Miller, St Anthony
Ernest Cochran, Monmouth
Oscar Cochran, Ione, Or
J G Day, city
J W White, Minn
J Bowers, Sacramento
P L Campbell, Monmth
Mrs W Nealey, Minnpls
John Wensinger, Toledo
Mrs Wensinger, Toledo
H E Rafferty, Butte
E P Hillson, San Fran
Geo R Eberling, Hoquiam
E O Blanchard, Perry
Mrs Blanchard, Perry
Patrick Shea, Astoria
N J Cook, Astoria
R V Jones, Astoria

Hotel Brunswick, Seattle.
European; first-class. Rates, 75c and up. One block from depot. Restaurant next door.

Tacoma Hotel, Tacoma.
American plan. Rates, $3 and up.

Donnelly Hotel, Tacoma.
European plan. Rates 50c and up.

ASTORIA LOST NEHALEM

REJECTED OFFER MADE BY HUNTINGTON 10 YEARS AGO.

Had It Accepted It Would Now Be a City of 30,000—Inside Railroad History.

PORTLAND, May 20.—(To the Editor.)—I cannot understand for what purpose or with what prospective aim in view C. P. Huntington would ever consent to take over on lease for 99 years the Astoria & Columbia River Railway to Goble, subject, as it is, to a trackage lease of $36,000 per year to Portland, payable to the Northern Pacific, and hence I cannot believe any such lease is in existence, or signed by him. It is true that C. P. Huntington's original intention in 1890 was to own and to operate the Portland, Nehalem & Astoria road, then called Astoria & South Coast Railway, from Hillsboro via Nehalem Valley, through Vernonia, Grand Rapids and Saddle Mountain to Astoria, the best evidence of which is the fact that after I had built the Seaside extension from the city limits of Astoria to Grimes' Seaside Hotel, and, in addition had also built at both ends in the direction of Portland 17 miles more of grade, or 25 miles in all out of 106 miles, Mr. Huntington asked his counsellor, Mr. Tweed, to draw up, which he did, and Mr. Huntington signed at New York and handed me to sign, which I did, as president of and for the Astoria & South Coast Railway, the following document. That document the Astoria people and directors by a majority vote refused to ratify and confirm Mr. Huntington's authority to purchase, and as a necessary result what followed? Astoria never got its railway into the Nehalem Valley via Hillsboro to Portland. I lost the $155,000 I had invested in that railway and Mr. Huntington then lost his pet scheme via Nehalem to Portland.

Had Astoria ratified that contract it would have had 30,000 people now and Portland would today be receiving from the Nehalem 1,000,000 feet of logs per day or lumber by train into this city, and Astoria all the logs she could manufacture there. WILLIAM REID.

Agreement Between Huntington and Reid.

This indenture, made and entered into the sixth day of May, 1890, by and between the Pacific Construction Company and the Astoria & South Coast Railway Company, parties of the first part, and C. P. Huntington, party of the second part,

WITNESSETH:

That for and in consideration of the sum of fifty dollars to the parties of the first part by the party of the second part in hand paid, the receipt whereof is hereby acknowledged, the said parties of the first part have given and granted and hereby give and grant unto the said party of the second part the following option, that is to say:

1. In case within six months from the date hereof the party of the second part should elect to take the same upon the terms and conditions herein expressed the parties of the first part will sell to said party of the second part (first), two thousand five hundred first mortgage bonds of one thousand dollars each of the Astoria & South Coast Railway Company to the amount of two million five hundred thousand dollars par value issued under the existing mortgage from said railway company to the Union Trust Company, dated August 10, 1889, at and for the sum of two million five hundred thousand dollars cash, payable by monthly installments of one hundred and twenty-five thousand dollars or less when and as such amounts shall be expended by said parties of the first part in the construction of said railway; and (second) also fully paid-up stock of said railway company to the amount of one million and fifty thousand dollars, that is to say, being the capital stock of the said company authorized to be delivered to said construction company under two contracts between said railway company, and dated June 22, 1889, and April 18, 1890, at the price of 10 cents per dollar face value of said stock, payable on delivery of certificate of stock for $300,000 as specified in article 2 hereof, and the remaining $750,000 of stock payable at said price upon the completion of a rail connection with Southern Pacific lines in Oregon from Young's Bay.

2. In case of the exercise by him of the said option and the previous delivery to him of written guarantee of citizens of Astoria for $200,000 of subsidy hereinafter expressed, the parties of the first part shall, upon the declaration of such option and upon the party of the second part delivering his obligation to a trustee to be named by the board of directors of said railway company to purchase and pay for (as prescribed in this agreement) the bonds and stock he may elect to acquire under article first hereof will thereafter immediately cause to be delivered and transferred to the party of the second part three hundred thousand dollars, being 60 per cent of the full paid up present capital stock of said railway company to be delivered under such option, and will cause the nominees of the party of the second part to be forthwith installed as directors and officers of said railway company, for which stock said construction company shall be paid 10 cents per dollar upon and for said three hundred thousand dollars payable on delivery thereof; the bonds deliverable under such option to be delivered dollar for dollar when and as such payments are made by or on behalf of the party of the second part, and any balance of such bonds to be delivered on the completion of the construction of the first 100 miles of railway owned by said railway company.

3. In case of the exercise of the option hereinabove expressed the said construction company undertakes and guarantees to the party of the second part that the cost of construction and completion, excluding rolling stock, rights of way and legal expenses, ready for operation of the first 100 miles owned by said railway company without side tracks, but with wharves and warehouses upon terminal lands shall not under its contract with said railway company exceed two million two hundred thousand dollars.

4. It is understood that prior to and upon the declaration of the option expressed in article first hereof, the two thousand shares of stock of the Astoria & South Coast Railway Company held by persons other than the Pacific Construction company, and all stock of said railway company other than that issued or to be issued to said construction company under its construction contract, is to be turned over to a trustee and by such trustee to be surrendered and cancelled whenever said railway from Young's Bay has reached an all-rail connection with the Southern Pacific Company's lines in Oregon, at which time it is also understood that the citizens' subsidy of $200,000 shall then be paid before said railway enters the Town of Astoria, and after so paid said C. P. Huntington hereby guarantees to extend and construct said railway into the heart of the City of Astoria.

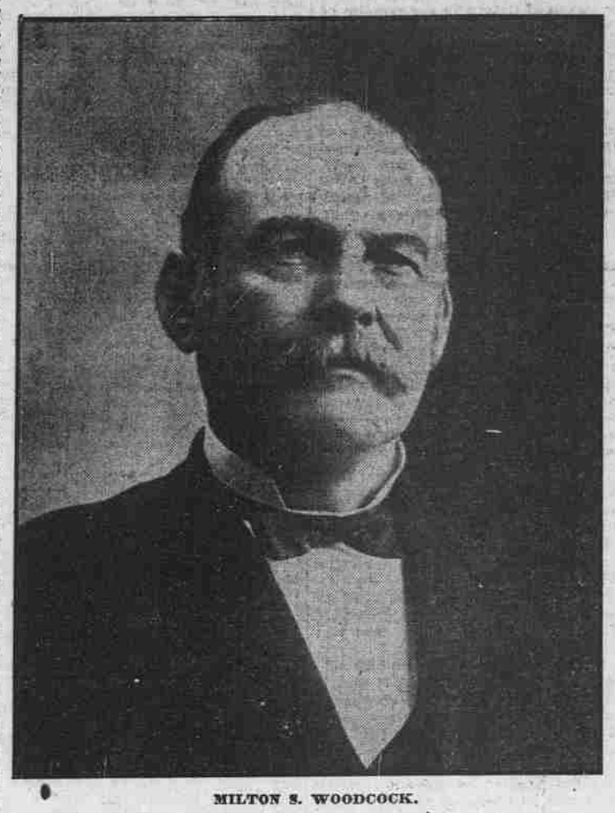
5. Within 30 days after the Seaside division of said railway has been extended to Grimes' Seaside Hotel—a distance of 18 miles more or less—the said railway company obligates itself to pay off a certain portion of the Seaside construction indebtedness, amounting to $46,760, then due to I. H. Smith, and leave said Seaside division free of all debts (except the said first mortgage) as at the date of the declaration of option specified in article first hereof.

In Witness Whereof, etc., etc.

(Signed) C. P. HUNTINGTON,
(Signed) Astoria & South Coast Railway Company, by
WILLIAM REID, President.
(Signed) Pacific Construction Company, by
F. E. HABERSHAM, Secretary.

Note.—The subsidy of $200,000 payable to Mr. Huntington as above, he had the right to convert into land or Astoria property as afterwards agreed on.

NEW MAYOR OF CORVALLIS.



MILTON S. WOODCOCK.

CORVALLIS, May 23.—Milton S. Woodcock, who was this week elected Mayor of this city, was born near Milwaukee, Wis., May 9, 1849, and with his parents arrived in Oregon, September 24, 1853, settling in Lane County, 14 miles west of Eugene. In 1859 the family removed to Monroe, Benton County, where the father engaged in merchandising. After securing such education as was available in the common schools, the subject of this sketch, at the age of 20, bought a store, mostly on credit, and engaged in the business of a general merchant until 1874, when he removed to Corvallis. While in business he pursued the study of law, and was admitted to practice by the Supreme Court in 1875. In 1877 he invested his surplus capital in a hardware and implement house in Corvallis, under the firm name of Woodcock & Baldwin, and continued as senior member of the firm while practicing law for many years. In 1881 he bought an interest in the Corvallis Gazette, and was its editor until December, 1885. June 27, 1887, he started the Benton County Bank, at Corvallis, as a private enterprise, and in May, 1890, the business of the institution was converted into a National bank, with Mr. Woodcock as chief owner and president, a position that he still maintains.

Copper Mine Consolidation.

NEW YORK, May 23.—Representatives of the copper companies to be acquired by the Amalgamated Copper Company, as well as men supposed to speak for F. A. Heinze, held conferences today in this city, and it was the popular belief that important developments would result. An official of the Amalgamated Copper Company denied that there was expectation of making peace with Mr. Heinze, and declared that the conferences which had been going on for two days pertained to the absorption of the Boston & Montana and the Butte & Boston Companies by the Amalgamated Copper Company. He said the success of the undertaking was assured, and that a definite announcement might be expected soon.

"Violet Bride" Seeks a Divorce.

NEW YORK, May 23.—A special from Washington to the Herald says that Miss Esther Bartlett Clarke, who has been called the "violet bride," filed a petition in the Supreme Court of the District of Columbia recently for divorce from her husband, James King Clarke, of Pittsburg, alleging desertion.

The Gilman Will Contest.

ATLANTA, Ga., May 23.—Fraser J. Gilman, of this city, one of the claimants of the estate of George Gilman, the millionaire, who died in March last, at Bridgeport, Conn., has returned home. Mr. Gilman announces that the contest over his half-brother's millions has about reached a settlement, and expects that an adjustment and partition of the estate will be made in the next few weeks. The heirs have about concluded not to make a fight, but are willing to have the estate divided into shares. Mr. Gilman stated that he is perfectly willing that Mrs. Blakeley Hall should have something from the estate. She will probably get $50,000, he says.

TENNESSEE IS FALLING.

Fourteen Lives Lost as a Result of the Flood.

KNOXVILLE, Tenn., May 23.—The Tennessee River reached 35.8 feet at this place this afternoon at 3 o'clock and is slowly falling. The loss of life thus far reported is 14, as follows: Green Souchong, colored; Mrs. M. C. Carson, — Rankin, little girl; Miss Mollie Tilley, Mrs. Gregg, unknown man, all of Elizabethton; Samuel Durham and wife, Watauga; Milton Boyd, Wallace, Va.; Henry Mussik, of Sullivan County; three children of Joseph Hill, Ripley's Landing, and Tom Mathes, of Maynardville.

At Knoxville the steamer Onaga, the largest vessel plying the Tennessee above Chattanooga, was wrecked today and is a total loss.

A special from Elizabethton, Tenn., where the flood was felt with terrible force, says: "The relief committee tonight reports about 250 persons in the town and 1000 in the country homeless because of Tuesday's flood."

A special from Bristol, Tenn., says: "Later details from the flood-stricken section show much damage done in the Western North Carolina mountains. Huntsdale, a new town at the southern terminus of the Tennessee division of the Ohio River & Charleston Railway, is practically wiped out. At Unaka, the large railway iron bridge which spanned Chuckin River has been destroyed. The lumber and pulp mills of John T. Wilder and also 25,000 logs and a large quantity of lumber, property of the Unaka Lumber Company, have gone down with the tide."

Johnson After the Railways.

CLEVELAND, May 23.—Mayor Johnson today again invoked the power of the court to compel the 19 County Auditors sitting as a railway tax assessment board to call in railway officials to testify as to the value of their lines.

At a subsequent meeting of the auditors, two officials of the Wheeling & Lake Erie Railroad were present. They were asked a few unimportant questions in regard to the property and the road was appraised at a slightly increased valuation over last year. It was stated that the auditors appraised the property regardless of the order of Judge Strimple today upon the advice of counsel. Mayor Johnson's mandamus suit against the auditors will be heard Monday.

Removal of Greene and Gaynors.

NEW YORK, May 23.—Judge Brown, of the United States District Court, signed an order today for the removal of Captain Benjamin D. Greene and John E., Edward and William T. Gaynor to Savannah, Ga., for trial on charges of conspiracy with Oberlin M. Carter to defraud the Government, in connection with the work on harbor improvements at Savannah and other points in the South. Judge Brown granted the defendants five days in which to file bonds for their appearance for trial at the United States Circuit Court in Savannah in August next. Captain Greene and John F. Gaynor are held in $25,000 bail each and Edward and William T. Gaynor in $10,000 each.

Creek Treaty Passed.

OKMULGEE, I. T., May 23.—The Creek treaty passed the House of Kings this morning by a vote of 23 to 17, and is now ready for the signature of the chief secretary, when it will become a law. The passage of the treaty marks one of the most important epochs in the history of the territory, removing the uncertainty that has made waiting capital timid. The town is wild with enthusiasm today over the final passage of the treaty. Hundreds of thousands of dollars will be furnished immediately to build bridges, railways and other enterprises that have been planned on paper for months past. For 20 years the Federal Government has been trying to make a treaty with the Creeks, but has failed until today.

Saved a Bank From Burglars.

WAVERLY, O., May 23.—Dr. W. T. Wallace engaged in a duel with four robbers last night, and saved the First National Bank and the Postoffice from being burglarized. The doctor lives on the second floor of the building, and was awakened by the noise. He exchanged shots with the burglars, and a trail of blood proved that his aim was good. The crooks made their escape from town on a freight train.

Mayor Fined for Contempt.

ZANESVILLE, O., May 23.—Judge Frasier, of the Common Pleas Court, today assessed a fine of $200 and costs upon Dr. J. B. Holden, Mayor of Zanesville, for contempt of court. The Mayor recaptured the city patrol wagon by force when the Sheriff had seized it upon an execution. The Chief of Police and patrolmen who performed the act under the Mayor's orders were assessed costs in their respective cases.

St. Louis Election Frauds.

ST. LOUIS, May 23.—Among the 140 indictments handed down by the April grand jury today were those against Michael J. Gibbons, John L. Lillis, R. H. Johnson and Frank A. Mulligan, judges and clerks at the last municipal election, who are charged with making false returns. Frank Ausdinger was indicted on the charge of repeating.

Destructive Fire in Texas Town.

AMARILLO, Tex., May 23.—The most destructive fire this town ever had broke out at 11 o'clock last night in Brown's grocery and racket store, burning every building in that block and spreading across the street to the warehouse of Stringfellow & Hume, dealers in hardware. Among the buildings burned are the Oxford Hotel and the Champion printing office.

Elkes Defeated Coleman.

BALTIMORE, May 23.—Harry Elkes, champion of the United States, defeated Watson Coleman tonight in a 20-mile motor-paced race at the Hartford-Avenue Coliseum. Elkes distanced Coleman by one mile and three laps in 31 minutes and 23 seconds. The five, 15 and 20 mile records were broken.

Burned the Lazaretto.

NEW ORLEANS, May 23.—Excited citizens of Jefferson and St. Charles parishes, opposite New Orleans, have burned all the buildings that the State Leper Board has erected in Jefferson Parish in fulfillment of the board's plans to establish there a lazaretto.

Strike at Electric Works.

NEW YORK, May 23.—At the Sprague Electric Works, near Newark, N. J., 600 men and a score of girls went out on the refusal of the company to meet the men's demands. One hundred men in the Gould-Eberhard Works also quit work, though they belong to no union.

Subway Workers Strike.

NEW YORK, May 23.—One thousand men employed on the rapid transit tunnel went on strike today and about 3000 more will strike tomorrow. The strikers demand an increase of 30 cents a day.

Hanna in the Grand Army.

CLEVELAND, May 23.—Senator M. A. Hanna was tonight mustered into Memorial Post, G. A. R., of this city. He was received with great enthusiasm and made a brief speech in answer to the congratulations upon the new honor conferred upon him.

SEATTLE'S REQUEST DENIED

Commissary-General Will Not Be Transferred From Vancouver.

WASHINGTON, May 23.—An attorney representing Seattle was at the department today urging that the Commissary-General at Vancouver Barracks be transferred to Seattle. His request was promptly denied, and the statement made that the Commissary-General at Vancouver was at headquarters, and could perform all necessary duties for the Department of the Columbia at Vancouver, by making frequent trips to the other cities.

Rock-a-Bye Baby

These are sweet words, but how much pain and suffering they used to mean. It's different now. Since Mother's Friend has become known expectant mothers have been spared much of the anguish of childbirth. **Mother's Friend** is a liniment to be applied externally. It is rubbed thoroughly into the muscles of the abdomen. It gives elasticity and strength, and when the final great strain comes they respond quickly and easily without pain. Mother's Friend is never taken internally. Internal remedies at this time do more harm than good. If a

woman is supplied with this splendid liniment she need never fear rising or swelling breasts, morning sickness, or any of the discomforts which usually accompany pregnancy.

The proprietor of a large hotel in Tampa, Fla., writes: "My wife had an awful time with her first child. During her second pregnancy, Mother's Friend was used and the baby was born easily before the doctor arrived. It's certainly great."

Get Mother's Friend at the drug store. $1 per bottle.

THE BRADFIELD REGULATOR CO., Atlanta, Ga.

Write for our free illustrated book, "Before Baby is Born."

TRAVELERS' GUIDE.

Time Card of Trains

PORTLAND

	Leaves.	Arrives.
"North Coast Limited"	2:00 P. M.	7:00 A. M.
Twin City, St. Louis & Kan. City Special	11:30 P. M.	8:00 P. M.
Olympia, Tacoma, Seattle, South Bend and Gray's Harbor Exp...	8:25 A. M.	5:15 P. M.

Two trains daily to Spokane, Butte, Helena, Minneapolis, St. Paul and the East.

A. D. CHARLTON, Asst. Gen'l Pass. Agt.
255 Morrison St. Portland, Or.

Northern Commercial Co.

Nome---St. Michael---Yukon River

Sailing dates approximate only.

	From San Francisco.	From Seattle.
Conemaugh	.....	June 1
St. Paul	June 1	June 8

Connecting at St. Michael for Dawson City and all intermediate points.

For rates of passage, freight and other particulars apply to

Empire Transportation Co.

Puget Sound Agent.
Seattle, Wash.

Pacific Coast Steamship Co.

FOR NOME

The magnificent new steel Steamship Senator will sail from Seattle and Tacoma direct. From Tacoma 12 m., Seattle 9 p. m. May 30, '01.

For rates, reservations and other information apply to the company's agents—
N. POSTON, 249 Washington st., Portland, Or.
Ticket 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, Asst. Gen'l Agent, Ocean Dock, Seattle, Wash.
GOODALL, PERKINS & CO., General Agents, San Francisco.

COLUMBIA RIVER SCENERY

The Dalles Route

Steamers daily, except Sunday, between PORTLAND, CASCADE LOCKS, HOOD RIVER and THE DALLES.

Leave Oak-street dock at 7 A. M. and The Dalles, 7 A. M.

M. V. HARRISON, Agent, Portland. W. C. ALLAWAY, General Agent.

Portland, Salem Independence

Strs. Altona and Pomona, daily ex. Sunday at 6:45 A. M. SUNDAY, to Oregon City, leaves 8 and 11 A. M., 2:30 and 5:30 P. M. Office and dock foot Taylor st.

Oceanic S.S.Co.

NEW TWIN SCREW 6000 TON S.S. SIERRA, SONOMA & VENTURA

SS. MARIPOSA, for Honolulu, Samoa, New Zealand and Australia .....Thursday, May 30, 10 A. M.
SS. ZEALANDIA (Honolulu only).....Saturday, June 8, 2 P. M.
SS. AUSTRALIA, for Tahiti.....About June 30

J. D. SPRECKELS & BROS. CO., General Agents, 327 Market St. Gen'l Passenger Office, 643 Market St., Pier No. 7, Pacific St.

WHITE COLLAR LINE

ASTORIA ROUTE.
STR. TAHOMA (Alder-street dock).
Leaves Portland daily every morning at 7 o'clock, except Sunday. Returning, leaves Astoria every night at 7 o'clock, except Sunday. Oregon phone Main 351. Columbia phone 351.

WHITE COLLAR LINE

STR. BAILEY GATZERT.
DALLES ROUTE.
Daily round trips. Leaves foot Alder street every morning at 7 o'clock, except Monday. Arrive at The Dalles 3 P. M. Leave The Dalles 4 P. M. Arrive Portland 11 P. M. Telephone Main 351.

TRAVELERS' GUIDE.

O. R. & N.

OREGON SHORT LINE AND UNION PACIFIC

Union Depot, Sixth and J Streets.

THREE TRAINS DAILY FOR ALL POINTS EAST

"CHICAGO-PORTLAND SPECIAL."
Leaves for the East, via Huntington, at 9:00 A. M.; arrives at 6:30 P. M.

SPOKANE FLYER.
For Spokane, Eastern Washington and Great Northern points, leaves at 4 P. M.; arrives at 7 A. M.

ATLANTIC EXPRESS.
Leaves for the East, via Huntington, at 6:00 P. M.; arrives at 8:10 A. M.

THROUGH PULLMAN TOURIST SLEEPERS.

OCEAN AND RIVER SCHEDULE.
Water lines schedule subject to change without notice.
OCEAN DIVISION — From Portland, foot of Ainsworth Dock at 8 P. M.; sail every 5 days: Steamer Elder 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; steamer Elder sails May 8, 18, 28.

COLUMBIA RIVER DIVISION.
PORTLAND AND ASTORIA.
Steamer Hassalo leaves Portland daily, except Sunday, at 8:00 P. M.; on Saturday at 10:00 P. M. Returning, leaves Astoria daily, except Sunday, at 7:00 A. M.

WILLAMETTE RIVER DIVISION.
PORTLAND AND SALEM, OR.
Steamer Elmore, for Salem, Independence and way points, leaves from Ash-street Dock at 6:45 A. M. on Mondays, Wednesdays and Fridays. Returning, leaves Independence at 6 A. M., and Salem at 7 A. M., on Tuesdays, Thursdays and Saturdays.
CORVALLIS AND ALBANY.
Steamer Ruth leaves Portland at 6:45 A. M. on Tuesdays, Thursdays and Saturdays. Returning, leaves Corvallis at 6 A. M. on Mondays, Wednesdays and Fridays.

YAMHILL RIVER ROUTE.
PORTLAND AND DAYTON, OR.
Steamer Modoc, for Oregon City, Butteville, Champoeg, Dayton and way landings, leaves Portland Tuesdays, Thursdays and Saturdays at 7 A. M. Leaves Dayton for Portland and way points Mondays, Wednesdays and Fridays at 6 A. M.

SNAKE RIVER ROUTE.
RIPARIA, WASH., AND LEWISTON, IDAHO
Steamers leave Riparia at 8:00 A. M. daily, arriving at Lewiston about 2 P. M. Returning, leave Lewiston at 8:30 A. M., arriving at Riparia same evening.
A. L. CRAIG, General Passenger Agt.

CITY TICKET OFFICE,
254 Washington St.,