OUR INTERNAL COMMERCE

TREASURY DEPARTMENT ON ITS PRINCIPAL FEATURES.

Eighteen-Mile Pipe Line Put In to Convey Oil From Beaumont, Tex., to the Seaboard.

WASHINGTON, June 2.—The monthly review of the internal commerce of the United States, undertaken by the Treasury Bureau of Statistics, in its monthly publication, the Summary of Commerce and Finance, summarizes in its opening pages the principal features of the internal commerce of the country during the first quarter of the current year. On the Atlantic seaboard one of the more important announcements is that of the addition of Portland, Me., to the list of contract ports entitled to the lowest marine insurance rates. This addition gives the Atlantic Coast six grain-shipping ports of the first rank, so far as safety of navigation goes. The list at present includes Boston, New York, Philadelphia, Baltimore, Norfolk, Newport News and Portland. The placing of Portland on the contract list gives occasion to call attention to the fact that this port has recently been provided with a first-class grain inspection system; that its pilotage system has been much improved to meet the requirements of the increasing size of freight and passenger steamships engaged in its trans-Atlantic service, and that greatly enlarged terminal facilities, such as piers, docks, warehouses, and grain elevators, have added another deep water harbor to the Atlantic Coast.

The lake season in ore traffic opens with one new dock of modern design added to the already marvelous equipment at the Lake Superior points of shipments of iron ores. The Chicago, Milwaukee & St. Paul Railway, by way of the new Escanaba & Lake Superior Railway, from Channing to Escanaba, gains access to the ore-handling business on the upper lakes. The company completed its ore dock at Escanaba in October, 1900, but too late to figure prominently in that year's movement. This pier is the 23d in number at the seven great shipping ports—Duluth, Two Harbors, Escanaba, Superior, Marquette, Ashland and Gladstone.

The new St. Paul pier is 750 feet long, 52 feet wide at the top, and 66½ feet high above water. There are 120 pockets, and its capacity is 28,000 tons of ore. The dock carries four railway tracks. This addition to the storage capacity of the ore piers at the upper lakes will bring the total equipment up to 820,000 tons capacity available for the season of 1901.

Disputes relative to wages have frequently interfered with the even movement of traffic on the lakes, though not more so than in any other portion of the country. Nevertheless, these disputes have the effect of interfering greatly with the opportunities of transportation which are confined to the limits of the Summer season. Anything, therefore, which removes from the relations of employers and employes a cause or occasion for disagreement must be considered as a more favorable outlook for the future. The recent agreement between the Lumber Vessel Carriers' Association, representing the lumber-carrying firms on the lakes, with the delegates of the Longshoremen's Union, lays the basis for a permanent understanding between these two interests so closely connected with the lumber trade. The agreement in question provides:

First—That the rate of wages be 50c per hour during the entire season of 1901, for the loading of lumber, laths, shingles, and other forest products on the boats of the said Lumber Carriers' Association.

Second—That the captain of a vessel should recognize the union and give preference to union men in employment so long as members of the union can be obtained.

Third—That all disputes are to be settled by arbitration, without interruption of work pending such settlements.

One of the immediate effects of the opening of the new source of fuel supply in Texas is to place all industrial establishments in that section depending upon steam power upon a more favorable economic basis. This applies to cotton mills, cotton-seed mills, cane-grinding mills, and all others where coal fuel has hitherto been an expensive element in cost of production. The producers of fuel oil are well aware of this opportunity to substitute, and are making provisions to distribute fuel oil at all railroad points and points accessible to navigation. The influence of this new factor will be felt far beyond the localities directly affected. If the use of fuel oil becomes extensive enough it may materially reduce the price of coal at the Lower Mississippi centers of consumption, and also give a new stimulus to manufacturers in Texas and adjacent territory.

The opening of the Beaumont, Tex., oil fields has required new facilities for transportation to the seaboard for that commodity. For this purpose a pipe line has been constructed from the oil tanks at Beaumont to the ship side of the channel leading to Port Arthur, a distance of over 18 miles. Three tanks of 50,000 barrels capacity each are located at Elvista, about midway between the wells and the seaport, from which intermediate station it is calculated that the oil will flow by gravity.

An additional pipe line was opened February 9, 1901, for the conveying of petroleum from Bradford, Pa., in the northwestern portion of the state, to Marcushook, Pa., a tide-water point in the Delaware River, below Philadelphia. The line extends a distance of 280 miles, from Bradford to Marcushook, the distributing point, where large storage tanks have been built with a capacity of 30,000 barrels. The flow is by gravitation solely for the last 200 miles of the distance. A special pier of 850 feet in length has been constructed into the river for loading steamers. Wharfage has been secured at four European ports, and a fleet of 10 modern oil carriers has been built especially for this trade.

Afternoon With "King Lear."

A delightful literary afternoon was enjoyed Friday at the home of Mrs. C. H. Rankin, 528 East Burnside street, the occasion being a reception tendered the Shakespeare class of the Woman's Club. Each member of this department was given the privilege of inviting a friend, and as a result the rooms were well filled with a throng of charmingly gowned women. The house was decorated in very artistic fashion with the young vinelike leaves and blossoms of the lupine, and a great profusion of choice roses. The dining-room was particularly pretty, the walls being hidden under a delicate tracery of Oregon grape. California poppies made a brilliant gleam of color in one corner, while the table in the center of the room was laden with roses, a huge center-piece of La France, with half-opened Pearl du Jardin buds on either side. Mrs. Rankin, in receiving her guests, was assisted by Mrs. Grace Watt Ross, Mrs. Julia Marquam and Mrs. P. J. Mann.

Madame Bauer, as leader of the Shakespeare department, was in charge of the programme, which opened with quotations from "King Lear," that being the subject of the afternoon. Papers showing more than the ordinary originality of thought and keenness of wit were read by Mrs. B. H. Langley, "King Lear"; Mrs. Julia Marquam, "Cordelia"; Mrs. Grace Watt Ross, "Edgar"; Mrs. Alma A. Rogers, "Edmund"; Mrs. P. J. Mann, "Kent." As the person assigned the character of the Fool, one of the finest roles in the play, was absent, that, together with Regan, Generel, Gloucester, Albany and the minor roles were discussed by the company generally. A remarkable feature of these discussions was the novel and stimulating ideas advanced, the logical conclusions deduced, all the direct outcome of original study and investigation, without any of that weak dependence upon the great critics, which is so apt to be encountered in the average Shakespearean class. This matter of self-reliant judgment has evidently been a point upon which special stress has been laid in the work of the department.

At the conclusion of the programme, a social hour was enjoyed over ice cream and cake, those serving the refreshments being Mrs. L. C. June and Mrs. Jay C. Olds, assisted by Miss Jessie Farrell, Miss Louise Cotter, Miss Alice Wells and Miss Winifred Rankin.

Among the guests present, in addition to those already named, were: Mrs. A. H. Breyman, Mrs. Levi Young, Mrs. G. D. Greene, Mrs. John H. Hall, Mrs P. J. Packard, Mrs. Gus Kuhn, Mrs. R. C. Taylor, Mrs. Seneca Smith, Mrs. Sara A. Evans, Mrs. H. W. Goddard, Mrs. W. D. Palmer, Mrs. M. Baruh, Mrs. G. M. Glines, Mrs. Julia Durkheimer, Mrs. Rose H. Hoyt, Mrs. Mark Levy, Mrs. J. C. La Barre, Mrs. Mabel C. Plowman, Mrs. Aaron Tilzer, Mrs. A. S. Bernstein, Mrs. F. Glafke, Jr., Mrs. Will Bushong, Mrs. H. Baumer, Mrs. E. H. Parker, Mrs. James Humphrey, Mrs. B. L. Jenkins, Mrs. H. M. Ogden, Mrs. B. S. Winchester, Miss Kate Gibbs, Miss Sarah Kohn.

A POLITICAL QUESTION.

Public Policy Turned the Scale in the Insular Cases.

WASHINGTON, May 28.—The general opinion is expressed by those who understand the situation that the decision of the Supreme Court in the insular cases was political rather than judicial. It was stated that it would be impossible for the United States to hold such territory as the Philippine Islands under our Constitution and our laws. It would be impossible to make those people citizens of the United States, give them the voting privilege, the jury system, and all other rights and privileges and liberties guaranteed by the Constitution. Consequently it was necessary to have an opinion giving Congress authority to enact legislation, and the executive power to put it in force, which would meet the requirements of the conditions of the islands, rather than to extend all our laws and our Constitutional guarantees and other liberties which are so satisfactory to the people of the United States.

Without any disrespect to the members of the Supreme Court, there is no question but that the greatest lawyers of the bench were those four, Fuller, Harlan, Brewer and Peckham, who held to the principle that territory acquired from Spain had the same rights as other states and other territories in the United States, and that uniform taxation must prevail. Of the five who decided the other way, Brown, who read the opinion, is one of the ablest, but it is no doubt true that the broader question of the necessities of the case gave rise to an expediency decision rather than one of judicial merits.

A distinguished Senator said that if the court had been composed of five men, four of them being the Justices who dissented, and the other Justice Brown, the decision would have been the same way, as the men on the bench would have taken into consideration the greater question of public expediency rather than the strict Constitutional conclusion. It was his idea that when a court could divide so evenly as did this, that even the best of the lawyers on the bench could have found Constitutional warrant for deciding in favor of the Government on a case that meant so much to the people at large. The facts are that many public men recognize that had the decision been different, it would have been necessary to have disposed of the Philippine Islands or to largely modify or break down the present protective system. Free trade with the Philippine Islands, with the abundant ports for smuggling all manner of goods into the islands, would have been dangerous to American trade. With the privilege that Spain has for importing goods into the islands on the same basis as the United States for the next 10 years, which, in case the decision had been the other way, would have been free trade for Spain, would have made the Philippine trade practically free, because other nations with the "most favored nation clause" could demand and exact free importation into the Philippine Islands along with Spain.

It is a fortunate thing that at least one Democrat voted with the majority of the court in this decision. A partisan decision would have been unfortunate. It is also fortunate that this particular Democrat was a Southern man, as the Democratic party is foremost in the South. Possibly it is not so fortunate that he comes from the greatest sugar-producing state of the United States, as the sugar interests are so largely interested in keeping the tariff on insular products in order to protect the sugar-growers of the United States. It is possible that even a Supreme Court Judge might be influenced by his local surroundings, even if he made every effort to be entirely and absolutely free and fair.

The Electric Eel's Victim.

Chambers's Journal.

At the Zoological Gardens a large electric eel was swimming in its tank with more activity than usual, when a big cockroach fell into the water, and in its efforts to get out made a disturbance of the surface, which attracted the attention of the eel. The eel turned round, swam past it, discharged its battery at about eight inches off, and the cockroach instantly stopped stone dead. It did not even move its antennae after. The eel then proceeded to swallow its victim, and the narrator goes on to point out the curious circumstance that the fish, which weighed about 12 pounds, should find it worth while to fire its heavy artillery at a creature an inch and a half long, when it could easily have swallowed it sans facon.

Homing Pigeon Record Broken.

LOUISVILLE, June 2.—Pokahontas, a pigeon owned by S. J. Schreck, broke the local homing pigeon record today by flying from Alligator Lake, Miss., a distance of 400 miles, on an air line, in 9 hours and 41 minutes.

An engineer corps is at work on the extension of the railway line from Council to the Seven Devils. It is expected that grading will be begun on the extension in about three weeks.

INSURRECTION IS OVER

AMERICANS ARE IN COMPLETE CONTROL OF MINDANAO.

Activity of Filipinos Came to an End With the Surrender of Capestrano.

CAGAYAN DE MISMANUS, MINDANAO.—May 1.—(Special correspondence.)—The insurrection in Mindanao is over; closed by the surrender of General Nicolas Capistrano and his forces on March 27th last.

From August to November of last year the American forces had been held in almost complete inactivity, used only to hold the few important points which had been garrisoned during the Spring. Immediately after the results of the election were known, orders were received for an active campaign, and the Twenty-eighth Regiment, under command of Colonel Birschimer, arrived early in December to assist in the work.

Northern Mindanao presents unique military problems, for the entire absence of roads, and the scanty, semisavage inhabitants of the interior make the question of a transport commissariat exceedingly difficult. Two complete pack trains arrived with Colonel Birschimer, which disposed of this difficulty, and on December 18 the movement of troops commenced.

The scene of operations lies in two parallel valleys; those of the Cagayan and Tagaloan Rivers, separated by some 15 miles of mountain range and high plateau, and the plan adopted was a simultaneous movement against both forces of the insurgents, forcing them back to the open mesas of the interior, where, cut off from coast supplies, and deprived of their mountain stronghold, they could be run down and destroyed.

In pursuance of this plan Colonel Birschimer moved with eight companies to the Tagaloan River, taking station at Santa Ana. The insurgent position at Malitburg presented an almost impregnable front to his advance, and unwilling to sacrifice his troops without adequate returns, he divided his forces and by a difficult march over mountain trails, succeeded on the 18th in turning their flank, and captured the place without firing a shot, while the insurgents fell back to Silo, some 10 miles south.

Still following, he struck them on the 21st, after a night march, and inflicted some damage at long range. At this place he captured the major portion of the insurgent records, and also destroyed a considerable quantity of stores.

Completely demoralized by the vigor of this pursuit, the insurgents separated into small bands and either hid in the mountains or passing around the flanks of the American troops, returned to the coast line hoping to pose as amigos. The capture of their muster-rolls at Silo made the apprehension of these "amigos" easy, and after a few arrests, the rest once more fled to the mountains, where in scattered bands they were given no rest by the active scouts from the American command.

The column from Cagayan, consisting of five companies and one Maxim mounted gun, under command of Major Case, moved on the evening of December 16, covering both sides of the Cagayan River, and at noon of the 17th struck the insurgents, heavily intrenched at the Bubanauan River. This stream flows through a rocky gorge 800 feet deep, and the only crossing is a narrow, zigzag trail, which had been defended by five, well-built forts and numerous rifle pits, while every foot of the approach was sown with pitfalls, spear-traps, and sharpened bamboo stalks.

Two companies under Captains France and Smith worked down the ravine to attack as far in flank as possible, while the Maxim, at 1000 yards' range made short work of the first fort. The third shell struck the parapet squarely, and bursting within, demolished the entire work, driving its garrison in such confusion that they left guns, ammunition, clothing and rations. The second fort was silenced just as the troops reached the crest of the hill, but the third, concealed and protected from shell fire, was rushed by Captain France in good old American style.

The insurgents, finding their position untenable, evacuated the remaining works without resistance, and withdrew to Macajambos, their stronghold, where Captain Miller's column was so roughly handled last June, while the American troops bivouacked on the field.

Long before daylight the next morning two companies swung to the south to cut the retreat of the insurgents from their stronghold, while the Maxim taking position at 1400 yards searched the position with shrapnel.

No force would live under this fire in the face of a combined attack by Captains Miller and Mayes, the insurgents abandoned their works and, finding their retreat cut off, broke up into small fragments and hid in the mountains. Macajambos, with its fortifications, powder factory, and large commissary supply, was completely destroyed.

A heavy rain, on the night of the 22d made the streams impassable, and taking advantage of this condition of affairs, Major Justo Gaerlan, the insurgent commander, collected some 60 of his men in Talacac, a reserve stronghold, some 30 miles south of Cagayan. Here he was attacked on the 28th by 100 men under Major Case, and his force utterly broken up, while his entire reserve of commissary stores was destroyed.

During the month of January, incessant scouting was kept up, and some of their principal officers were captured. Early in February General Capistrano proposed a conference with the stated object of peace. His forces were scattered. He had had no communication with his sub-commanders for weeks, and the time seemed ripe for a surrender. With this in view, General Kobbe consented to the conference, but with true Filipino duplicity, Capistrano dallied with the question until he had reunited his scattered forces and perfected a new organization, and then he refused all overtures for peace. On February 26, the armistice being concluded, Major Taggart left Tagaloan, and striking the insurgents strongly intrenched near Sumilao on the afternoon of the 27th he dislodged them and drove them to the south. That same night, by a forced march, he reached and surrounded Malaybalay.

The insurgent force had bivouacked some two miles out of the town, and thus escaped, but five officers and their aids were sleeping in the town and were captured, as were also some 200 bolo men. The latter were disarmed and released.

The Twenty-eighth Infantry at this time received orders for their return to the United States, and Major Taggart's command was withdrawn, sailing with the entire regiment on March 11.

The captured officers and several insurgent agents were deported at the same time. Lieutenant Bowie, with 25 mounted men, replaced Major Taggart's command and inaugurated a continuous scouting service. On the 20th of March Major Case took command of the scouting force, and soon located the insurgent force in a narrow gorge near Malaybalay. Cut off from coast assistance, their hospital and medical staff in our hands, and with nothing but a scanty supply of native corn to subsist on, Capistrano now faced a fight in the open, surrender or starvation.

He chose surrender, and on March 27, with his entire force of nine officers and 200 men, he marched into Sumilao and laid down his arms. All officers and men took the oath of allegiance, the officers singly and the men by companies, after which they were given rations and released. Good American hardtack and bacon were luxuries to their hungry palates, and a happy lot of brown-skinned "amigos" it was which left for their homes that same afternoon.

Since that date some 40 more rifles have been surrendered by scattered bands, and a few more still remain in the hands of ladrones. The organization of the native scouts will soon dispose of these parasites, and this district may be said to be completely pacified.

At Butuan the insurgents surrendered on March 17, and at the present time the only force in arms against the United States is a small one of some 40 rifles, operating in the vicinity of Jimenez, 80 miles west of this point. Their early surrender may be expected.

The establishment of civil government is the next thing to be done, and preparations are being made for the reception of the Civil Commission due here on the 7th of April. The district is a large producer of hemp copra, coffee and cacao or chocolate, and should rank as one of the richest in the archipelago. After two years of "independence" and one of war, peace is eagerly welcomed by planters and merchants, who look forward with renewed hopes to an era of prosperity under the established government of American supremacy.

J. F. C.

SURRENDERED RIFLES

TAKING THE OATH OF ALLEGIANCE.

ADVERTISED.

List of Unclaimed Letters Remaining in the Postoffice at Portland, Or.

Free delivery of letters by carriers at the residence of owners may be secured by observing the following rules:

Direct plainly to the street and number of the house.

Head letters with the writer's full address, including street and number, and request answer to be directed accordingly.

Letters to strangers or transient visitors in the city, whose special address may be unknown, should be marked in the left-hand corner, "Transient." This will prevent their being delivered to persons of the same or similar names.

Persons calling for these letters will please state date on which they were advertised, June 3. They will be charged for at the rate of 1 cent each.

WOMEN'S LIST.

Abbott, Olive
Adams, Mrs J F
Anderson, Miss Bertha
Anderson, Miss Mamie
Anderson, Miss Maud-2
Balfour, Miss Helen
Balfour, Mrs
Barrell, Mrs Lucy
Barlow, Mrs Maggie
Bellises, Mrs
Bertschi, Mrs Albert
Bradey, Mrs W C
Brandhurst, Mrs S
Bunton, Miss Maggie
Brooke, Mrs Edward
Brown, Miss Edith G
Brown, Miss Grace
Buchanan, Miss Lena
Burrell, Mrs C M
Burlew, Miss Grace
Byer, Miss Emma
Campbell, Mrs Rosa
Carr, Mrs Francis
Coffman, Miss Roy
Couraham, Miss Geneva
Cox, Miss Helen Terry
Crowder, Mrs L D
Cirtis, Mrs Allie
Dagman, Mrs Bertha
Damon, Miss Pearl
Daniels, Miss Clara
DuBois, Miss Emily
Duffy, Miss Edith
Fairweather, Miss Daisy
Fletcher, Miss Sid
Fletcher, Miss Saddie
Francis, Miss Eva E
Fredrich, Louise
Gordon, Mrs Maud D
Gordon, Mrs Maud
Gounley, Miss Mary
Gray, Mrs Jennie
Gross, Mrs Jennie
Groves, Miss Martine
Gulvin, Miss Emma
Hyatt, Mrs Margaret
Hall, Miss Ella
Hankins, Mrs R S
Harisfield, Miss Goldie
Hart, Mrs M E
Hawley, Miss Irene
Heidenfelder, Lena
Henton, Mrs Mary
Herzog, Miss Clara
Higginson, Catherine
Holeman, Mrs James
Howe, Maud
Janson, Miss Augustie
Jackson, Mrs Lily
Johnson, Mrs T B
Jones, Mrs W P
Ketchum, Miss Lottie
Kernell, Miss Annie M
King, Miss, 16th and Yam
Knoff, Miss Alice
Kuehner, Mrs Pauline
Lambert, Miss May
Landfere, Julia
Langley, Mrs
Leland, Laura
Lee, Miss Ruth
Lemir, Mrs J B
Linville, Mrs Carrie
Lougher, Mrs Wm
Logan, Miss Georgie
Luck, Miss Celia
Luckey, Jennie M
McCracken, Mrs M R
Magee, Miss Eliza
McKay, Mrs Kate
McKinnis, Miss Mary
McNulty, Mrs M
Mallory, Mrs A H
Mayfield, Mrs M E
Mathews, Mrs Elizaberth
Meade, Miss Ethel
Merrit, Miss Theresa
Mognett, Mrs Jack
Moore, Miss Minnie
Murray, Blanche
Nelson, Mrs Thos-2
Newell, Miss Beatrice
Newton, Mrs Robt
Nortridge, Maud
Norcross, Miss Laura
Nye, Mrs Amanda
Osmer, Anna
Otterstedt, Miss Bertha
Owre, Mrs Nora
O'Brien, Miss Annie
Odell, Mrs S W
Ogden, Margaret W
Peebler, Miss Mattie
Phillips, Mrs Phoebie
Plyler, Mrs M
Pratt, Mrs Dr
Quinn, Mrs Thomas F
Reniers, Bessie
Reynolds, Mrs Elsie
Rockburn, Miss Ines
Roberts, Mrs Eunice
Runyan, Esther
Sayre, Mrs Mary C
Schilling, Mrs
Sewell, Mrs Rene
Sinks, Mrs Maud
Selder, Mrs Charlotte
Sheldon, Miss Bertha
Shepherd, Mrs R O
Simpson, Mrs W D
Slater, Mrs Rachel
Smith, Miss Carrie
Smith, Miss Hallie
Sorenson, Susie
Sowden, Mrs Joseph
Stuck, Miss Anna
Stearns, Mrs L J
Steiner, Miss B
Stevenson, Mrs R N
Stewart, Miss Daisy
Stratton, Alice M
Strawn, Mrs Mary
Swanson, Carrie
Swayse, Mrs A
Skinner, Mrs Lizzie
Taylor, Mrs L M
Thornburg, Mrs Lulu
Thompson, Mrs Anna
Thompson, Mrs Viola
Tuttle, Mrs Helen
Van Bebber, Mrs Frank
Walker, Miss Belle
Wallace, Mrs L
White, Mrs Mary
White, Mrs Fred
White, Miss Lottie
Willett, Mrs A H
Williamson, Mrs Lue
Williams, Mrs J O
Wisner, Mrs A M
Wisdom, Mrs A B

MEN'S LIST.

Abraham, Samuel
Altman, David
Alphonse, H
Allen, W M
American Fish Market
Angel, Martin
Ayscough Bros
Bjorklebuck, Albert
Bacon, Mr
Ball, Arthur
Barber, J L
Beversdorf, Hy
Belmon, E
Bennett, John-2
Berry, Mr
Berry, James W
Bickett, Wade
Blancholm, P
Bondurant, R E
Borland, Andrew I
Briston, A H
Brown, A J
Bruni, P
Buehler, J E
Burr, E
Burlingame, Walter
Burnside, Thomas A
Campbell, A J
Canfield, J S
Canor, H G
Canadian Emigration Land Office
Carmichael, D R
Chambers, Mr
Chandler, R E
Clayson, Chas
Clarke, Albert
Cleveland, C
Coddy, F D
Critiser, J H
Cuyler, W D G
Dabney, L
DeHarde, George
Dolph, Wm
Donaldson, R O
Doran, Tom
Dow, John H
Engleman, H E & E V
Erwin, Verna
Fassett, Matt
Frank, Philip
Fuhr, Chas A
Gaffey, Thomas
George, H E
George Bros
Gensee, W
Gerson, Emile
Gilkey, Fred
Gilbert, W H H
Glafk, E W & Co
Godden, Wm & Co
Gordon, Gus
Greely Jewelry Co
Groshong, Chas
Hall, G W
Hall, Walter
Harvey, Fred
Hayenza, John
Hennestetter, Jewelry Co
Hermann, M
Hiller, Willie
Hinkle, John L
Holladay, Guy
Holman, J F
Hunter, J M
Huston, Joe
Inlow, Igo
Joyce, Malone
Johnson, Homer
Jones, Frank E
Klaus, C H
Kelly, John P
Krieger, George
Kraen, John F
Kuran, Harry L
Lambert, J
Landon, Dan
Langley, J
Lang, Gus
Lewis, D E
Leach & Lambert
Lewis, Frank
Lewis, W H
Lewis, Wm
Livingston Chem Co
Lindsay, J A
Lousignot, Edw P
McIntyre, Capt
McIntyre, Lauchlin H
McDuffie, J C
McFadden, Joseph
McGovern, T B
McGrath, Ed
McLeod, Wm
McLain, Wm
McNeil, Joe
Masingo, Andy
Maxwell, Mr and Mrs W H
Markle, Mat
Mesarvey, Mr
Michael, M
Miller, Wm
Moore, W G
Morley, Leonard
Morgan, J T
Mulligan, John
Muncy, Geo W
Newton, James M
Nile Co
Nhamie, Michel
Nyhan, Daniel F
Oakes, Walter
Older, Will
Oldenburg, Herman
Olsen, H
O'Brien, F J
O'Brien, M D
O'Connor, James
O'Neil, Harry
O'Brien, Albert
Palletier, Al
Parker, Hon Aaron F
Patant, Mague
Paulson, Paul
Peters & Pendleton
Peterson, Swan
Peterson, John
Phillips, Peck
Plympton, S B
Plummer, Sidney
Port Soda Fountain Works
Portland Storage Co
Port, Vancouver & N R Co
Proctor, George C
Pugh, Wm H
Quintrell, R J
Raitanen, John
Rabiner, G
Relic, Dan
Riely, Mr and Mrs Chas
Round, F P
Roberts, Wm
Roberts, George
Roland, E
Rosasco, Lewis
Ryan, A G
Ryder, Frank
Ryan, Wm
Ryan, John E
Sailor, M A
Sandberg, Martin
Saulph, Mack
Scripture, V B
Scenby, Harry N
Schuneney, J A
Schwey, Joe
Selman, J A
Shaw, Bung
Shaw, W A
Sheppard, Robt
Shipley, C E
Simpson, Leroy
Slocum, John J
Sloan, Will
Smith, Mike
Smith, J F
Smith, Dr J W
Spencer, Wm, M D
Spencer, Mr and Mrs John S
Spore, Frank
Stead, Johney
Steiner, Mike
Sterns, Harry
Stout, Elmer E-3
Stoltz, N
Stover, W W
Storum, Albert E
Strode, E V
Sundstrom, Charley
Sutherland, Hugh
Swank, Harry
Swanson, John
Swanson, August
Synder, J B
Taylor, George M
Taylor, Henry J
Thornburg, Morton
Todd, John
Trezise, Wm-2
Trimble, S A
Turner, Robt
Tweed, R G
Upton, C S
Van Bebber, Frank
Virgin & Co
Walker, Chas E
Walsh, Frank
Ward, Tom
Ward, M G
Wedrick, Martin A
Wedrick, Albert
Watson, O M
Welch, John, Jr
Webster, W W
Wilkinson, Horace
Willburn, J S
Williams, John
Williams, Norman
Williams James H
Winders, John L
Woodward, Judge Chas
Woodward & Hull
Woods, Thomas
Works, Franklin
Yoder, E H

PACKAGES.

Cisna, M A
Morrow, Miss Rosa
Reed, T N
Raymond, Arthur
Sowers, Janett

A. B. CROASMAN, P. M.

Plea for Fairness.

New York Tribune.

It may probably be taken for granted that the fastest yacht owned by the United States will defend the America's cup against the chosen representative of Great Britain this year. Whatever temporary misunderstandings may be heard of just now, American common sense, sagacity and judgment may be trusted to dispel them before the battle royal is actually begun. Every patriotic yachtsman on this side of the sea—and what one of our yachtsmen can be considered unpatriotic?—is sincere and earnest in desiring that the best American defender shall meet the best British challenger.

Train Collided With Street-Car.

M'KEESPORT, Pa., June 2.—By a collision between a street-car and a train on a branch of the Pittsburg & Lake Erie Road at McKeesport today nine persons were more or less seriously injured.

No Compromise Possible.

Kansas City Journal.

The temperance committee of the Presbyterian General Assembly recommends a substitute for the anti-canteen law. The trouble is that no substitute which does not permit the sale of beer will be acceptable to the Army, and no substitute which does permit such sale will be acceptable to the ultra temperance people, including the W. C. T. U. The issue is squarely one of prohibition or non-prohibition, and it is difficult to see how a compromise is possible.

Clarence Waller, Assessor of Clearwater County, has filed his resignation, and the new county is again without an Assessor. Mr. Waller's resignation, it is understood, is due to the fact that he does not consider the salary is sufficient recompense for the work of the Assessor's office. The salary has been fixed by the commissioners at $1600 a year.

Downing, Hopkins & Co.

ESTABLISHED 1893.

WHEAT AND STOCK BROKERS

Room 4, Ground Floor — Chamber of Commerce

TRAVELERS' GUIDE.

Burlington Route

One Change to New York

Get aboard the St. Louis Special at Portland. Step off in the Union Station at St. Louis.

There you can take any one of half a dozen trains that run through to Washington, Baltimore, New York, Cleveland and Buffalo.

Think what this means—from the Pacific to the Atlantic with but one change of cars.

Tickets and berths at this office.

TICKET OFFICE: Cor. Third and Stark Sts. R. W. Foster, Ticket Agent.

PORTLAND & ASIATIC STEAMSHIP CO.

For Yokohama and Hong Kong, calling at Kobe, Nagasaki and Shanghai, taking freight via connecting steamers for Manila, Port Arthur and Vladivostock.

SS. KNIGHT COMPANION SAILS JUNE 27.

For rates and full information call on or address officials or agents of O. R. & N. Co.

EAST VIA SOUTH

SOUTHERN PACIFIC COMPANY — SUNSET OGDEN & SHASTA ROUTES

Leave	Depot Fifth and I Streets.	Arrive
*8:30 P. M.	OVERLAND EXPRESS TRAINS, for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.	*7:45 A. M.
*8:30 A. M.		*7:20 P. M.
	At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Natron, and Albany Local for Mt. Angel and Silverton.	
*4:00 P. M.	Albany passenger....	*10:10 A. M.
‖7:30 A. M.	Corvallis passenger.	‖5:50 P. M.
‖4:50 P. M.	Sheridan passenger..	‖8:25 A. M.

*Daily. ‖Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates $17 first class and $11 second class, including sleeper.

Rates and tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA. Can be obtained from J. B. KIRKLAND, Ticket Agent, 140 Third street.

YAMHILL DIVISION.

Passenger Depot, foot of Jefferson street.

Leave for Oswego daily at 7:20, *9:40 A. M.; 12:30, 1:55, 3:25, 4:40, 6:25, 8:30, 11:30 P. M.; and 9:00 A. M. on Sundays only. Arrive at Portland daily at *6:35, 8:30, *10:50 A. M.; 1:35, 3:10, 4:30, 6:15, 7:40, 10:00 P. M.; 12:40 A. M. daily, except Monday, 8:30 and 10:05 A. M. on Sundays only.

Leave for Dallas daily, except Sunday, at 5:05 P. M. Arrive at Portland at 9:30 A. M.

Passenger train leaves Dallas for Airlie Mondays, Wednesdays and Fridays at *3:50 P. M. Returns Tuesdays, Thursdays and Saturdays.

*Except Sunday.

R. KOEHLER, Manager. C. H. MARKHAM, Gen. Frt. & Pass. Agt.

Time Card of Trains

NORTHERN PACIFIC

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...	8:35 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.

DOMINION LINE

Record Voyage 6 Days, 7 Hours, 22 Minutes.

BOSTON to LIVERPOOL via QUEENSTOWN
Commonwealth, Twin Screw, 13,000, June 5
New England, Twin Screw, 11,600, June 19

PORTLAND to LIVERPOOL via QUEENSTOWN
Cambroman ....June 8 Dominion ......July 6
Vancouver.....June 22 Vancouver.....July 27

THOMAS COOK & SON, P. C. Gen'l Agents, 621 Market St., San Francisco, Cal.

Oregon City, Portland Salem, Independence

Strs. Altona and Pomona, daily ex. Sunday at 6:45. Oregon City, daily ex. Sunday, 8:30 and 11:30 A. M., 3 and 6:15 P. M.; round trip, 25c. Office and dock foot Taylor st.

TRAVELERS' GUIDE.

O.R.&N.

OREGON SHORT LINE AND UNION PACIFIC

THREE TRAINS DAILY FOR ALL POINTS EAST

UNION DEPOT.	Leave.	Arrive.
CHICAGO-PORTLAND SPECIAL. For the East via Huntington.	9:00 A. M. Daily.	4:30 P. M. Daily.
SPOKANE FLYER. For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Gt. Northern Points.	6:00 P. M. Daily.	7:00 A. M. Daily.
ATLANTIC EXPRESS. For the East via Huntington.	9:00 P. M. Daily.	8:10 A. M. Daily.

OCEAN AND RIVER SCHEDULE.

FOR SAN FRANCISCO. Str. Columbia sails June 6, 16, 26; str. Elder sails June 11, 21.	8:00 P. M. From Ainsworth Dock.	4:00 P. M.
FOR ASTORIA and way points, connecting with str. for Ilwaco and Long Beach, str. Hassalo, Ash-St. Dock.	8:00 P. M. Daily ex. Sunday. Sat. 10 P. M.	5:00 P. M. Daily. Ex. Sun.
FOR SALEM, INDEPENDENCE and way points, str. Elmore, Ash-St. Dock.	6:45 A. M. Mon., Wed., Fri.	3:00 P. M. Tues., Thurs., Sat.
FOR CORVALLIS, Salem, Independence, Albany and way points, str. Ruth, Ash-St Dock.	6:45 A. M. Tues., Thurs., Sat.	4:00 P. M. Mon., Wed., Fri.
FOR DAYTON, Oregon City and Yamhill River points, str. Modoc, Ash-st. Dock.	7:00 A. M. Tues., Thurs., Sat.	3:00 P. M. Mon., Wed., Fri.

TICKET OFFICE, Third and Washington. Telephone Main 712.

Northern Commercial Co.

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

Sailing dates approximate only.

	From San Francisco.	From Seattle.
Conemaugh		June 4
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.

Astoria & Columbia River Railroad Co.

LEAVES	Depot Fifth and I Streets.	ARRIVES
8:00 A. M.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Pk., Seaside, Astoria and Seashore Express. Daily.	11:10 A. M.
6:55 P. M.	Astoria Express. Daily.	9:40 P. M.

Ticket office 255 Morrison st. and Union Depot. J. C. MAYO, Gen. Pass. Agt., Astoria, Or.

REGULATOR LINE STEAMERS

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.

THE GREAT NORTHERN

Ticket Office, 122 Third St. Phone 680

LEAVE		ARRIVE
No. 4 6:00 P. M.	The Flyer, daily to and from St. Paul, Minneapolis, Duluth, Chicago and all points East.	No. 3 7:00 A. M.

Through Palace and Tourist Sleepers, Dining and Buffet Smoking-Library Cars.

JAPAN - AMERICAN LINE

STEAMSHIP IDSUMI MARU

For Japan, China and all Asiatic points will leave Seattle

About June 3d

Pacific Coast Steamship Co.

For Southeastern Alaska

STEAMSHIPS COTTAGE CITY, SPOKANE, STATE OF CAL., CITY OF TOPEKA and AL-KI leave TACOMA 11 A. M., SEATTLE 9 P. M., June 4, 9, 14, 19, 24, 29; July 4, 9, 14, 15, 19, 24, 27, 29; Aug. 3. For further information obtain folder.

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

AGENTS—N. POSTON, 249 Washington st., Portland, Or.; F. W. CARLETON, N. P. R. R. Dock, Tacoma; Ticket Office, 618 First ave., Seattle, M. TALBOT, Comm'l Agt., C. W. MILLER, Asst. Gen'l Agt. Ocean Dock, Seattle; GOODALL, PERKINS & CO., Gen'l Agents, San Francisco.

Oceanic S.S.Co.

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

SS. ZEALANDIA (Honolulu only)..........Saturday, June 8, 2 P. M.
SS. VENTURA, for Honolulu, Samoa, New Zealand and Australia..............Thursday, June 20, 10 A. 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.

WINE OF CARDUI

CURES WOMAN'S ILLS