# INDIANS TRIED TO MURDER

**TWO BAD MEN ATTACKED THE RESERVATION CHIEF OF POLICE.**

**Umatillas Are Scouring the Blue Mountains in an Effort to Capture the Outlaws.**

PENDLETON, Or., June 16.—Half a dozen well-mounted Umatillas are scouring the Blue Mountains to capture Black Horn, of the Umatilla reservation, and a Yakima Indian, who last night tried to murder Brisbow, chief of the Indian Police. Brisbow about midnight was attempting to arrest Black Horn and the Yakima Indian for being drunk and disorderly, when Black Horn drew a pistol and the Yakima a dirk. They rushed on Brisbow, who fired three times, without effect, and then threw the weapon to Joe Parr, sitting near on a horse. Just then, the Yakima Indian ran behind and struck Brisbow on the back of the head, knocking him insensible. Parr fired twice, failing to hit his mark. Jack, also a policeman, started up a fusillade, but with no better results. Black Horn and the Yakima then sprang on their horses and spurred them towards the Blue Mountains. Black Horn two years ago was accused of murdering Wip-Sha, afterwards placing the body on the railroad track, so the train ran over it and tore it into fragments. Wip-Sha was a son of Smohalla, a famous old Indian, who invented the ghost dance in early days, which was used by him to stir up the Indians to war against the whites.

**San Jose Scale in Pendleton.**

C. F. Manning, an experienced fruitman of this place, asserts that much fruit is coming to Pendleton from California that is badly infected with San Jose scale. Yesterday he made a circuit of the stores and carefully examined the fruit there on sale. Afterwards he made the positive assertion that the scale was being brought here through the California shipments, and also that it was likely to cause infection of the orchards of this region. He cites the experience of the fruitraisers of Lewiston, Idaho, where he formerly resided. There, says Mr. Manning, San Jose scale put in an appearance a year or two ago, with the result that many of the orchards have been cut down, one of 40 acres, being entirely destroyed to eradicate the pest. The damage to Lewiston fruit interests has been very great. The state inspector has enforced the laws strictly, and the evil is in a fair way to be corrected.

Mr. Manning has called to the attention of Judd Geer, Commissioner of the fifth horticultural district, in which this county is included, the discovery, and will ask for immediate attention. Mr. Geer has been here a number of times, and has exhibited a willingness to keep diseased fruits out of the market. He has condemned a large amount of fruit in his district, and officially announced that he would do the same with any that was shown him.

One difficulty in this connection is the practice of taking fruit boxes in which fruit has been shipped from California to use again in the handling of fruit grown here. This affords the disease every opportunity to spread throughout the orchards of this county.

**Ranges Drying Up.**

Robert Stanfield, a stockman of Echo, this county, asserted in Pendleton yesterday that the range along the Columbia River to the north of Pendleton is very dry, and that the grass is not in as good condition as it usually is at this time of year. This does not apply to the ranges of the mountains, which are said to be in fine condition. The Columbia River range has had plenty of moisture, as, indeed, has all the range of Eastern Oregon, but the Columbia range has also had constant winds from the southwest, which have dried up the moisture about as rapidly as it has fallen, and the grass has consequently suffered. Mr. Stanfield will this year cut 2000 tons of hay to feed the 1000 or more cattle which he maintains. He will leave in the Fall for the Harney country to buy cattle to drive here for fattening. He has sold about 1000 head during the past 12 months, fattened for the market.

**Fourth of July Programme.**

Pendleton has easily raised $1500 as a fund to defray the expenses of the Fourth of July celebration, and will give three days of entertainment to the people of this vicinity. Excursion rates have been granted for the round trip from all adjacent points, and a large number of people are expected to be here. In addition to the usual features, parades, speaking, reading of the Declaration of Independence and the sports commonly indulged in upon that day, there will be a three days' baseball tournament, between the home team and those of three other towns, Heppner, Athena and one yet to be selected. Prizes to the winning teams of $150, $100 and $50, first, second and third, respectively, are offered. Besides this, something like $100 will be paid to each team, regardless of their winning any prizes. Two or three games will be played each day. Four $50 subscriptions, nine $40, and a score of $30 and $25 subscriptions were secured without any difficulty, the whole amount being signed in less than a week.

## THE PRUNE MARKET.

**Outlook for Prices Is Slightly Better.**

SALEM, Or., June 16.—The outlook for prices for prunes is slightly better now than it was a week ago, owing to the intelligence just received that the French crop will be much less than was anticipated. Fruit has been dropping from the trees in that country, and it is estimated that the total product will thus be reduced one-half. This decrease will, of course, help prices of this fruit the world over.

But still there is a prospect for low prices. In his annual address to the California Fruitgrowers' Association, President H. G. Bond said that the association has on hand 65,000,000 pounds of last year's fruit, and he proposes to hold this fruit as a club over the heads of outside growers to whip them into the combine. It is barely possible that two can play at the whipping act, and that while Bond threatens outsiders with his 65,000,000 pounds, the outsiders will call his bluff and create a stampede of "insiders." Growers have not yet received the returns from their last year's crop, and it is doubtful whether Bond, or any other man, can hold them together through another season with a big crop and outsiders making the early sales. The association started in last Fall to sell prunes on a 3-cent basis, but the fruit did not sell. This Spring they made a cut to 2 cents, and disposed of a big lot of fruit that went into the hands of speculators who are now holding it to sell when the new crop goes on the market. This may prove to be a club of no mean proportions.

How the association can hope to establish prices above the natural standard of supply and demand is difficult to understand. Last season the price was established, and dealers were assured that they could buy safely, for the prices would not be cut. But the prices were cut, and if any dealer held prunes bought at 3 cents, he suffered by that cut. This season the threat is made that prices will be cut if the outsiders do not come into the combine. This cut is just what dealers expect, and they will wait for it before they buy.

The stockholders of the California association express their approval of last year's management by re-electing the board of directors and the president. Bond's threat of whipping the growers into the combine by meeting the lowest outside prices was thus indorsed. But this was not an indorsement by a majority of the growers. The total number of members of the association was 3602, of which 1847 is a majority. At the election slightly more than a quorum was present and the vote for president stood 1229 for Bond and 618 for Henry. It thus appears that one-third of those present do not approve of the management, and that nearly one-half of all members were not heard from.

It is to be hoped for the good of Oregon growers that Bond will be successful in perpetuating the combine through another season. He held the California crop off the market last year until the Oregon crop had been sold. He not only helped prices a little in Oregon, but left Oregon growers a clear field. There is more need for such help this year than there was last year, for the crop is large and the fruit is likely not to be so large in size. Dealers will be slow about buying, and if the California combine holds back its fruit again, the Oregon crop will stand a better chance of moving.

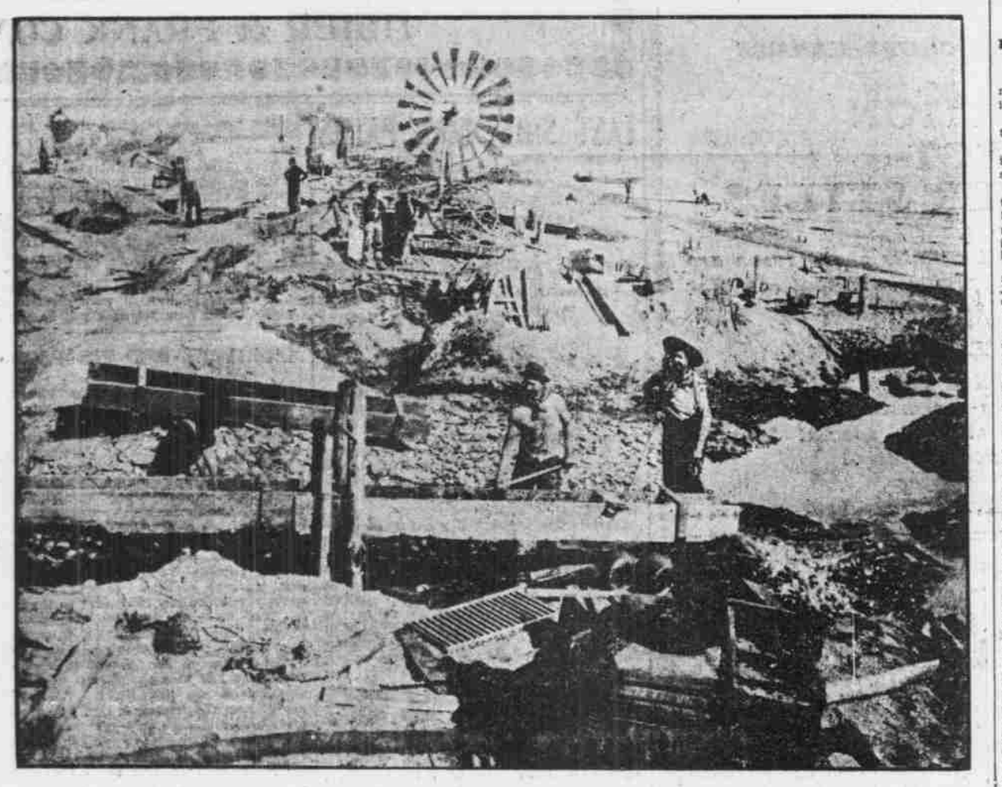
There is yet no indication of a disposition on the part of the moving spirits in the Cured Fruit Association of the Pacific Northwest to effect a combine this season. One grower who was prominent in the movement last year says that no attempt will be made to perfect the organization. Those growers who sold early last year received by far the best returns. Those who held for higher prices are still trying to find out what they got for their fruit. If they know, they don't tell. In view of this experience of last year, growers can scarcely be expected to tie themselves up in a combine so that they cannot sell their fruit when they think market conditions make a sale advisable.

# BOOM TOWN NO LONGER

**NOME CITY SETTLING DOWN ON RATIONAL BASIS.**

**Flighty Fortune-Seeker Is Giving Way to Practical Miner—Conditions at the Camp.**

WASHINGTON, [illegible] —Public interest in Alaska promises again to center around Nome during the approaching Summer, as that region gives promise of the greatest gold output known in the history of our vast Northwestern territory, with perhaps the single exception of the Yukon in its brightest days. As a boom town, however, Nome City is a thing of the past. It will henceforth be a settled mining center, on the order of Cripple Creek and other famous mining towns of our Western states. The flighty fortune-seeker, being convinced that fabulous wealth does not lay strewn upon the Nome beach, will seek new fields, his place being filled by the experienced miner and prospector. The latter, through his knowledge of gold extraction, will be able, by the aid of adequate machinery, to spend the entire Summer in getting the gold which still lies in the sands of the seashore and the beds and banks of the streams in the vicinity of Nome.



WORKING A PAYING BEACH CLAIM, SHOWING PUMPS AND SLUICES IN BACKGROUND.

In the first years of its development, when fabulous gold deposits were reported all along the beach, Nome attracted thousands of inexperienced prospectors, who, believing it to be the "poor man's gold field," expected to acquire wealth in a few days and with little labor. But they sunk their all, and returned, disgruntled, disappointed, sadder, but wiser.

Contrary to popular belief, the richest field at Nome is not the beach but the beds of the numerous creeks which flow into the seas in that vicinity. These creeks were worked but little last year. The inexperienced class confined their efforts to the beach, while the scarcity of rain contracted the streams, so there was not sufficient water for sluicing. Moreover, there was a scarcity of properly designed mining machinery at Nome. True, freak machines of many descriptions were there, but they proved of no avail. This need of machinery will be supplied at the opening of the coming season, as is evidenced by the heavy shipments of mining apparatus that have already been made to Seattle and other points, in preparation for the Nome rush.

**Phenomenal Growth of Nome.**

The growth of the City of Nome has been phenomenal. From a tented town of a few hundred inhabitants, which sprung up late in the Fall of 1899, it grew to a city of 20,000 people in a single year. Frame buildings of modern design and neat appearance replaced rough sheds and tents; business blocks lined Front streets throughout its entire length, the horse rapidly replaced the dog and reindeer as a draft animal, and in a single year, Nome was transformed from a mining camp into a thriving, bustling town which would rank well with the largest mining centers in the West. The builders of Nome had a distinct advantage in 24 Nome, this method of extracting gold was greatly handicapped. There is no water supply on the tundra, back of the beach, and the waters used in the troughs had to be first pumped from the sea. In numerous instances prospectors combined their capital and interests, purchased a pump of some design, and in turn worked their respective beach claims. Steam pumps dotted the beach for miles west of Nome. A few windmills were interspersed, but the usual lack of wind during the Summer rendered them unreliable and unprofitable.

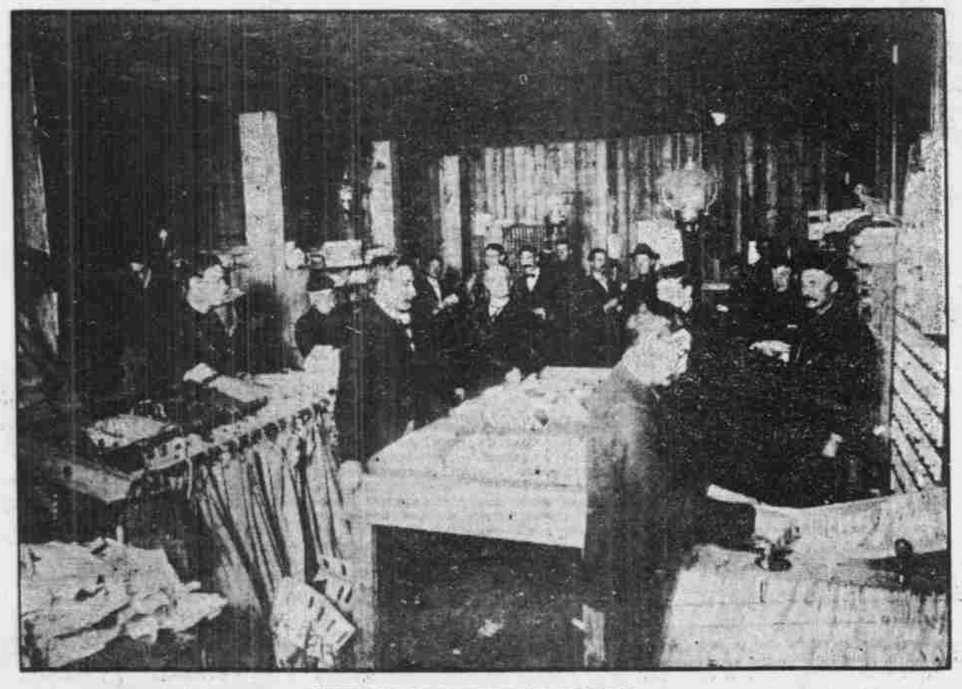
Where rich strikes were made along the beach, the sands were worked to a depth of five or six feet, to bedrock. This and the further fact, that a stretch of beach, practically 20 miles long, has already been twice worked over its entire width, gives an idea of the actual amount of labor that has been performed by prospectors. But to this must now be added a third working during the coming Summer. It is true that in most parts of the beach the gold deposits will not be found as rich as in their virgin state, but with the improved machinery that will be employed, the profits for those who conduct the third working will average heavier than most of those so far obtained.

That part of the beach opposite Nome City presented a striking appearance last season. Mining claims were few and far between in that section, the beach there being worked out, but everywhere were piles of merchandise, where it had been landed from lighters, and from the vessels anchored a mile of more off-shore. This part of the beach from tide line clear up to the buildings on Front street, was one vast out-door warehouse, which offered no protection against the elements, or theft. In those days each man was the guardian of his own possessions. Nome did have a few warehouses, controlled by the larger transportation companies, but the charges for storage placed them beyond the reach of the average goldseeker. In the three heavy storms that swept Nome last Fall, much of the merchandise and freight left on the beach was swept away by the high water, and a large number of the pumps and other machines on the shore to the westward were lost.

**The "Wild Goose Railroad."**

Transportation is there, as elsewhere in Alaska, a serious question, and one which will not be solved for years to come. And yet, with less than two years' development to its credit, Nome has boasted of a railroad since last July. On the 19th of that month the first train was run from Nome to Anvil, a distance of ten miles or more, over what is known as the "Wild Goose Railroad." Nature assisted in the building of this line, for the ten miles of track, laid across the tundra, is as level as a billiard table, and required no grading nor trestling. The ties, while apparently laid on the tundra, rest on two wide planks, running parallel with the steel rails. The planks serve to float the track in Summer, when the surface of the tundra thaws, into a vast bog or marsh. For probably eight months of the year the tundra is frozen. The first train, and in fact the train which has been in operation ever since, is drawn by a dummy engine. The cars are the familiar type of flat cars, each having a bench down the center for 25 passengers.

Perhaps, after all, the busiest place in Nome during the Summer of 1900 was the Postoffice. Nor was it an ordinary fourth-class office, either. In the heavy season the Postmaster was assisted by a corps of 21 office clerks, and two letter-carriers, who made deliveries in the business district two or three times a day, if mails were heavy. In addition to the carrier delivery it was found necessary to operate five delivery windows for the benefit of the miners. These windows were kept open from eight o'clock each morning until midnight, and during the three Summer months it was noted that there was a steady stream of anxious waiters at each of the five windows from the time the office opened in the morning until it closed at midnight.



INTERIOR OF POSTOFFICE AT NOME.

hours of daylight during the Summer months, and the sound of the saw and hammer was heard continuously from May until October.

**Wealth of the Sands.**

But the main interest in Nome centers around its gold. It is true the beach for many miles in either direction has already been worked, much of it a second time, but none of it thoroughly.

The first working was by pans; the second by sluices. Much gold has been overlooked, and many of the machines which are taken in this Summer will be worked along this beach, and good finds are expected.

Owing to the great cost of sluicing at

**The Powder Exploded.**

CHEHALIS, Wash., June 16.—Leroy Brandon was badly burned about the face at Napavine today, while trying some powder to see if it would explode. He was brought to Chehalis for medical treatment. The doctors hope to save one eye.

West, who was struck by a cable at Napavine yesterday, died while being taken to Portland.

**Struck by a Train.**

NORTH YAKIMA, Wash., June 16.—Charles Kampeter was struck by the North Coast limited near here this morning and killed instantly. Both legs were cut off and his body badly mangled. He was 26 years old and unmarried, and was the son of Henry Kampeter, a well-known citizen.

**Suicide of a Miner.**

EVERETT, Wash., June 16.—John Johnson, employed by the Pennsylvania Mine Company at Goat Lake, Snohomish County, committed suicide yesterday by cutting his throat from ear to ear. No cause is known for the deed.

**Mine Warehouse Burned.**

EVERETT, Wash., June 16.—A warehouse of the Pride mine at Monte Cristo was destroyed by fire last night. Forty boxes of dynamite in the house were also destroyed.

**Butchers' Strike Ended.**

SAN FRANCISCO, June 16.—The butchers' strike was formally ended today. The striking journeymen butchers decided to withdraw their demand that a union card should be displayed in all retail shops.


## CINCINNATI AND RETURN $78.50

**Via Great Northern Railway.**

Tickets on sale July 1, 2 and 3, good until September 1. City ticket office, 122 Third street.

Ministers, lawyers, teachers and others whose occupation gives little exercise, should use Carter's Little Liver Pills for torpid liver and biliousness.



# Downing, Hopkins & Co.

ESTABLISHED 1893.

WHEAT AND STOCK BROKERS

Room 4, Ground Floor — Chamber of Commerce


But this applies only to the letter mail. For a time the office was so crowded that it was impossible to distribute the newspapers and bulky packages. Finally, when the letter mail was well in hand, all the newspapers were turned over to four clerks, and were distributed from a tent.

There was almost as great a rush for papers, as for letters. Of course as Winter approached, and prospectors returned to the states, the postal business fell off to a remarkable degree, and the office force was correspondingly reduced.

## 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 17. They will be charged for at the rate of 1 cent each.

WOMEN'S LIST.

| | |
|---|---|
| Arthur, Mrs M H | Malone, Miss Lyda |
| Ayers, Mrs Chas | Margison, Mrs Wm |
| Barcus, Mrs Ettie | March, Miss Georgia |
| Barney, Mrs E A | Melsick, Miss |
| Beckley, Mrs Lizzie | Millis, Mrs Jessie |
| Belshaw, Mrs E D | Miller, Miss A D |
| Bowen, Mrs L A | Miller, Miss Gussie |
| Brady, Mrs Mae | Munks, Mrs J |
| Brasen, Mrs | Montgomery, Miss May |
| Brown, Mrs Margaret | Moody, Miss Kate |
| Cameron, Mrs Bertha-2 | Mortimer, Miss Lulu |
| Carlson, Miss Hilma | Murry, Mrs Blanche |
| Champer, Miss Maggie | Newby, Miss Clara |
| Clark, Mrs Julia-2 | Norton, Miss Josie |
| Cooley, Mrs | Oberacker, Mrs Fred |
| Cook, Mrs Anna | Osburn, Mrs Nellie |
| Corbett, Mrs John | Parker, Jennie L |
| Crane, Mrs Clara | Pierce, Mrs Perry |
| Creighton, Mrs Cynthia | Pratt, Mrs Katherine D |
| Cummings, Miss Rosa | |
| Cunningham, Miss Marie | Prather, Helen H |
| | Prather, Linda |
| Davis, Miss Madge | Ratcliff, Miss Grace |
| DeVern, Miss Franke | Reisler, Miss E |
| Dillon, Mrs J W | Roberts, Mrs Jennie |
| Dugan, Miss Anna | Ross, Miss Wilsie |
| Ewing, Mrs Fay | Ruckhuff, Miss Emily |
| Edger, Mrs | Sanford, Miss May |
| Fah, Miss Roise | Schmidt, Daisy |
| Freeman, Mrs S A | Schuelze, Mrs Robt |
| Frison, Miss Mary | Scott, Mrs Oella |
| Gatch, Helen P | Scott, Annie |
| Gilbert, Miss Alice | Scott, Miss Maggie |
| Gleason, Miss Helena | Scott, Mrs J A |
| Greffeth, Miss Pearl | Seal, Mrs M E |
| Grossen, Madeline | Sheehe, Miss Maggie |
| Hyatt, Mrs Margaret | Sherman, Mrs E |
| Havens, Mrs Carrie | Shields, Mrs Linda |
| Hale, Miss Luvena | Showers, Mrs Carrie |
| Hall, Mrs B B | Sims, Mrs Chas B |
| Hamilton, Miss Edna | Singleton, Mrs Carrie |
| Hamilton, Mrs B | Smith, Miss Carrie |
| Hankins, Mrs Emily | Smith, Mrs B E |
| Hansen, Miss Mary | Smith, Mrs Jean |
| Harte, Mrs L V | Smith, Miss Mary |
| Hemlow, Mrs H | Smith, Mrs V D |
| Henderson, Mrs Vera | Stevens, Emma I |
| Hicks, Mrs Mary B | Stuart, Mary |
| Hilding, Miss Elin | Stover, Miss Louise |
| Holt, Mrs Olive E | Strong, Miss Grace |
| Humphrey, Mrs R M | Tannesee, Mrs H |
| Hunt, Elizabeth | Thibodeau, Miss Louise-2 |
| Hunton, Mrs L J | |
| Ingalls, Miss Helen C | Thomas, Miss L |
| Jackson, Miss Annie | Tixsen, Miss J |
| Jorgenson, Miss Susie | Tillon, Lula |
| Klippel, Miss Edna | Trouendlener, Miss |
| Kaiser, Miss Maud | Stella |
| Karlson, Miss Eva | Turnbull, Mrs Geo |
| Lapworth, Mrs | Uhlman, Mrs Mina |
| Labreck, Mrs H F | Vanscoy, Miss R J |
| Lambert, Mrs L M | Verbeck, Miss Ivy |
| Larkins, Hattie-2 | Walker, Charlotte |
| Lawton, Mrs Julia | Whitney, Miss Emma |
| Leeslie, Miss S E | Williams, Mrs B |
| Linn, Maud | Wiseman, Miss E |
| Lovell, Mrs James | Wooldridge, Frankie |
| Lunefard, Miss Lizzie | Woodard, Mrs Bertha |
| Lucas, Mrs W | Worthen, Mrs J C |
| Lynch, Miss M D | Wright, Mrs L A |
| McCollom, Miss Bell | Young, Miss K |
| McGinty, Grace | Young, Mrs G A |
| McGrotty, Mrs Martha | Young, Mrs G |
| Maupin, Miss Gertrude | Zimmerman, Miss Sarah |

MEN'S LIST.

| | |
|---|---|
| Affolter, Chas | McGowan, P |
| Anderson, John | McManon, Patrick |
| Armstrong, Wm | Martinson, Mike |
| Arnold, B H | Markstrom, Olaf and Emma |
| Augustine, John | |
| Bailey, Arthur | Marsh, Capt W C |
| Barbour, Dr L P | Matheson, John |
| Battelle, C T | Mason, James |
| Belmont, E | May, Chas |
| Boomer, Geo E | Meigher, Mr |
| Bosworth, Arthur S | Mickey, Sumner-2 |
| Braithwait, George | Mitchell, M B |
| Brasfield, Judd | Moger, R H |
| Brooks, Robt | Moe, Raymond |
| Brown, O P | Montegue, Prof W H |
| Bunting, Steve | Mullen, Ed |
| Castell, Rev Alexander | Murphy, John J |
| | Murray, E J |
| Cober, R | Myers, Albert |
| Calhoun, Frank J | Meyers, Ben |
| Campbell, H R | Meyer, W |
| Carlson, John | Nellson, Otto |
| Cloninger, W J | Nitteberg, Anton S |
| Clark, Ed | Noble, J |
| Clites, Thomas J | Noland, L A |
| Clites, Chas | Olsen, Tobias |
| Coleman, Thos G | Oleson, A J |
| Corecco, Stephen G | Or Natl Bank |
| Courts, Geo W-3 | Ostrander, Wm |
| Cramer, Robt | Olsenson, Peter |
| Crane, W B | Ott, F |
| Crozier, W M | O'Neill, D S |
| Curley, John F | Pac Heroid (editor of) |
| Curtis Fred W | Palmer, J B |
| Danford, V G | Patchelle, John |
| Danley, Walter | Peterkuse, Dr G C |
| Davis, F L | Pirie, Leonard |
| Davis, Lee | Raffoy, Ernest |
| DeBuhg, Mr | Redisher Printing Office |
| Delk, Robt A | |
| Devine, Sam | Riopelle, G L |
| Dilliane, James | Rice, Wm |
| Dixon, Peter | Roberts, Mr & Mrs J T |
| Dobner, H | Reinheimer, Chas |
| Douglas, James | Ross, Alvin |
| Dunn, J A | Ross, E L |
| Eastham, Prof J L | Ruth, Gus |
| Edwards, Wm | Ryan, Wm |
| Ellsworth, D | Rhose, G J |
| Elliott, James A | Saarela, M |
| Erwin, M J | Sayers, Chas |
| Evenson, L F | Schechti, A |
| Farmer, Edward L | Scholenthaler Mfg Co |
| Fink, A L | Schilling F |
| Flynn, John H | Senn, Chris |
| From, Ole | Selher, G A |
| Franceschette, A | Seal, R L |
| Freeman, S A | Seay, W M |
| Furner, T B | Shealds, Mr-2 |
| Gruenberg & Co | Sheridan, J W |
| Genst, Gus | Smith, Burton |
| Gerhardt, Aaron | Smith, L C |
| Gillert, John | Smith, Leighton A |
| Glenz, J B | Smith, Mike |
| Gotcher, John | Smith's Cash Store |
| Griffey, Jas A | Sommer, Fred |
| Gribble, Walter | Sax, Ed |
| Gross, Dr A G | Spear, Myron E |
| Hahn, Mr | Spencer, Mr |
| Hanschel, John | Starr, J N |
| Highland, A O | Stephenson, Robt |
| Hill, Harvey | Stout, Elmer E |
| Hill, Chas | Strange, Prof A C |
| Hoyt, Alonzo | Supples, T H |
| Hoffman, Gustaf | Thiesen, A A |
| Holmes, Edward L | Tice, J S |
| Holman, Robt | Townsend, Mr |
| Howard, Daw | Tuttle, Fred |
| Howard, Mr & Mrs D W | Vaughn, Guy L |
| | Vanbourt, E |
| Hutton, Eddie | Vinson, G H |
| Hutton, James | Virley, Jno E |
| Jennings, Bob | Vollrath, Frank |
| Kellogg, Paul | Wallers, L J |
| Kimball, Dr A B | Wally, Henry |
| Knapp, F P | Warden, Chas |
| Lauren, Ed | Wallers, Geo M |
| Lauer, Waley | Welland Co |
| Larson, John | West, D |
| Lawson, John M | Whalley, T W |
| Lehr, Conrad | Wheeler Bros |
| Leavy, M J | Whitley, W |
| Lamoris, P S | Whitehead, N |
| Lewis, Charley | White, Wm |
| Lewis, D E | Whyte, W A |
| Lewis, M K | Wirth, A W |
| Liel, Jas | William, Jaxe |
| Limbeck, J | Williams, W B |
| Lindberg, V E | Wilson, Rev J L |
| Loontla, Carpe | Wilson, Jno F |
| Loeffler, J | Winis, W S |
| Ludwig, August | Wolf, John-2 |
| Ludwig, A F | Wood, Frank W |
| McCleskey, Jno W-2 | Wright, Charlie |
| McCarthy, M L | Wright, A W |
| McCam, E W | Wright, A B |
| McDonald, F P | Wyatt, N G-2 |
| McFarahan, J C | Zimmerman, E |

PACKAGES.

Adams, Miss Lottie — Bills, Miss Ella

A. B. CROASMAN, P. M.


**Alaska Indians Declare War.**

TACOMA, Wash., June 16.—The younger members of the Hidah Indian tribe, near Ketchikan, Alaska, have declared war against the whites because Deputy Marshal Jones last week shot Kitcoon, their aged chief, when he resisted arrest for cutting timber on Government land. The chief was badly wounded. Prospectors are returning to Ketchikan to remain until the alarm is over.


The Candid Suburbanite.—"I suppose people around here raise their own vegetables?" "Some do; others merely plant them."—Puck.


TRAVELERS' GUIDE.

# Burlington Route

## Folder Tells All About It

We have issued an eight-page folder, which contains full information about the best and quickest way to reach Omaha, Kansas City, St. Joseph and St. Louis.

The folder is handsomely illustrated; is printed on good paper, and the information, being grouped under appropriate headings, is easily referred to.

If you are going East, by all means get a "St. Louis Special" folder. It's free, of course.

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

NORTHERN PACIFIC

## 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... | 8:35 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.

## 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, 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.

THE GREAT NORTHERN

Ticket Office, 122 Third St. Phone 680

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

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

## JAPAN - AMERICAN LINE

STEAMSHIP KINSHIU MARU

For Japan, China and all Asiatic points will leave Seattle

About June 24th

DOMINION LINE

Record Voyage 6 Days, 7 Hours, 22 Minutes.

BOSTON to LIVERPOOL via QUEENSTOWN

New England, Twin Screw, 11,600, June 19
Commonwealth, Twin Screw, 13,000, July 3

PORTLAND to LIVERPOOL via QUEENSTOWN

Vancouver....June 22 Cambroman ...July 13
Dominion .....July 6 Vancouver....July 27

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

## For Oregon City Salem, Independence

Steamer Altona and Pomona for Salem, Independence, daily except Sunday, 6:45 A. M. Oregon City, week days, 8:30, 11:30 A. M., 3 and 6:15 P. M.; Sundays, 8, 9:30, 11 A. M., 1, 2:30, 4, 5:30 and 7 P. M. Office and dock, foot Taylor st.

## 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.

## 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.

## MANHOOD RESTORED "CUPIDENE"

This great Vegetable Vitalizer, the prescription of a famous French physician, will quickly cure you of all nervous or diseases of the generative organs, such as **Lost Manhood, Insomnia, Pains in the Back, Seminal Emissions, Nervous Debility, Pimples, Unfitness to Marry, Exhausting Drains, Varicocele and Constipation.** It stops all losses by day or night. Prevents quickness of discharge, which if not checked leads to spermatorrhoea and all the horrors of impotency. **CUPIDENE** cleanses the liver, the kidneys and the urinary organs of all impurities. **CUPIDENE** strengthens and restores small weak organs.

The reason sufferers are not cured by Doctors is because 90 per cent are troubled with **Prostatitis.** **CUPIDENE** the only known remedy to cure without an operation. 5000 testimonials. A written guarantee given and money returned if 6 boxes does not effect a permanent cure. $1.00 a box, 6 for $5.00, by mail. Send for FREE circular and testimonials.

Address **DAVOL MEDICINE CO.,** P. O. Box 2076, San Francisco, Cal.

For sale by S. G. SKIDMORE & CO., 151 Third Street, Portland, Oregon.

TRAVELERS' GUIDE.

# O. R. & N.

UNION PACIFIC

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. | 2:00 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.

## 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 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. | At Woodburn daily except Sunday, connects with train for Mt. Angel, Silverton, Browns ville, Springfield and Natron, and Albany Local for Mt. Angel and Silverton. | *7:20 P. M. |
| *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, 249 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 *8:55, 10:30 A. M.; 1:35, 3:10, 4:30, 6:15, 7:40, 10:00 P. M.; 12:40 A. M. daily, except Monday, 8:55 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.

## Northern Commercial Co.

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

Sailing dates approximate only.

| | From San Francisco. | From Seattle. |
|---|---|---|
| Portland | | July 10 |
| St. Paul | July 17 | |
| Conemaugh | July 17 | July 25 |

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. | 5:40 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.

## Oceanic S.S.Co.

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

SS. SONOMA, for Honolulu, Samoa, New Zealand and Australia .....Thursday, June 20, 10 A. M.

SS. AUSTRALIA, for Tahiti, June 26, 10 A. M.

SS. ZEALANDIA (Honolulu only).....Saturday, June 29, 2 P. M.

J. D. SPRECKELS & BROS. CO., General Agents, 327 Market St.

Gen'l Passenger Office, 643 Market St., Pier No. 7, Pacific St