### LOAD FORAGE FOR MANILA

STEAMSHIP PALATINIA HAS BEEN CHARTERED BY GOVERNMENT,

Will Return to Portland as Soon as Her Lumber Cargo Is Discharged -Argus Arrives From Honolulu.

In spite of the efforts of less favorable situated ports to divert the traffic from Portland, this city is still in the field for a portion of the Government business, and will continue to dispatch a number of transports. The latest engagement for Portland loading is the steamship Pa-latinia, which was chartered yesterday by the Government from the Pacific Export Lumber Company to take a cargo of for-age from Portland to Manila. The Pa-latinia has just left Portland for Shanghal with a cargo of lumber, and will re-turn to this port to fill her engagemen with the Government as soon as her pres ent cargo is discharged. She will reach Portland the latter part of next month and will take out a full cargo. The Strathgyle, which is also under charter to the Government to load lumber at this port for Manila, is due in about 10 days She has just arrived at San Francisco with a cargo of over 7000 tons of coal which, according to the San Francisc papers, is one of the largest cargoes that commodity ever brought to the Bay

#### MORE CLOSE SAILING. French and British Vessel Make at

Even Run to Queenstown. The British ship Scottish Hills, the third vessel of a quartet of sailing ships which crossed out of the Columbia to gether on February 19, arrived out at Queenstown Tuesday, after a passage of 140 days. The quartet included three French vessels, the La Rochefoucauld, General de Boisdeffre and Bossuet, and the keenest rivairy existed between the masters of the bounty-earners. The La Roche-foucauld not only beat the ships of her own flag, but also distanced the Britisher by going home in 125 days. The second in the race was the General de Boisdeffre, this craft sailed a very even rac the Scottish Hills, beating the Brit isher by but a single day. The unlucky Bossuet, which used up the better part of a year in getting out to Portland in milast, seems to be still wearing her noodoo, as she has not yet been heard of. Her trip out to Portland will long be remembered. After a six months' passage from a French port, she put into Hono-lulu with the master ill. He rested at the island port a few weeks and then re-sumed his journey to Portland. After getting about half-way up from the islands he again turned tall and sailed back for more medicine, and a new mester replaced him. When the vessel finally ned Portland another change of mas ters was made, and the vessel started seaward again. With the exception of

#### REPAIRING THE LIGHTSHIP.

the Bossuet, the February fleet has all ar-

passages. One March ship, the County of Dumfries, has arrived out, after a very

fast passage of 109 days.

Number 50 Will Go Back to Her Station in About Two Weeks. Messrs, Ailen & Roberts, who were highlightship No. 50, now have the repairs on the craft so well in hand that she will be ready to resume her place off the mouth of the Columbia in about two weeks. The 18 months' exposure to the salt water left the machinery, windlass and other metal portions of the craft in need of a general overhauling, but it is again practically as good as new. The vessel, together with the burge Anglesea, is still at the foot of Davis street. Messrs. Allen & Roberts, the contractors, have prepared a very neat album of photo-graphs showing the progress of the ship from the time they commenced work on her on the weather beach until she very interesting souvenir of one of the most difficult feats of salvage ever attempted on a vessel in the Northwest Having been so successful with the light-ship, the contractors are fitting up the Anglesea with a view to tackling any kind

## WILL INVESTIGATE.

Inspectors Will Locate Responsibility for Narrow Escape.

of a salvage job that comes along,

The San Francisco Chronicle says an avestigation will be held by the Government inspectors relative to an alleged narrow escape from collision by the steamers George W. Elder and Mineola, which occurred a few days ago about 100 miles north of the Bay City. The Mine-ola, coal laden, was on her way from Puget Sound, bound for Port Los Angeles. and the Elder was on her regular run to Astoria. During a light fog the two vessels narrowly avoided colliding, and it was necessary for both steamers to reverse their engines and rapidly sheer off. There have been several aligations of neglect on the part of lookouts, but the master of the Elder is confident an investigation will clear every one connecte

#### ARGUS IN PORT.

Cargo Ship From Rotterdam by Way

of Honolulu Arrived Yesterday. The belated July fleet is coming along, one at a time, but almost too late to make much of a showing for the month's wheat shipments. The latest arrival was the British ship Argus, which arrived in last evening, after a passage of 21 days from Honolulu. The Argus has some dam, and is under consignment to Bal-four. Guthrie & Co. Her outward cargo is awaiting her, but it is hardly probable that she will succeed in discharging inward cargo and loading outward in time to clear in July. The Madagascar is at Astoria ready for sea,

#### Transportation Magnate Here.

George B. Dodwell, of London, head man of the company which operates steamers from Puget Sound and British Celumbia ports to the Orient, was in Portland Tuesday, accompanied by his brother, Fred Dodwell, of Tacoma, man. ager of the Pacific Coast branch of the company. They have gone to Puget Sound with Frank Woolsey, manager of the Portland and Tacoma offices of the company. At the Portland office of the company an Oregonian reporter was in-formed that George B. Dodwell is making a tour of inspection, that he left London six weeks ago, and that his visit to

idental and Oriental Directors. BAN FRANCISCO, July 10.—At the sn-nual meeting of the Occidental & Orien-tal Steamship Company, the following directors were elected for the ensuing year: Charles M. Hays, Horace B. Burt, H. E. Huntington, R. P. Schwerin and D. W. Hitchcock. The only change in the personnel of the board was made by the election of C. M. Hays in place of dection of C. M. Hays in place of J. C. Stubbs.

#### Put in for Repairs.

HIO JANEIRO, July 10.—The American steamer Meteor, bound to San Francisco, from Baltimore, whence she sailed June 8, arrived here today to make repairs to her rudder, which has been damaged.

Bomestic and Foreign Ports STORIA, July 10.—Arrived at 6 P. M.— dish ship Argus, from Rotterdam by y of Honolulu. Condition of the bar of Honolulu. Condition of the bar P. M., moderate; wind, south; weath-

Port Townsend, July 10.-Arrived-

Kaga Maru, from Nagasaki. Honolulu-Sailed June 25-Schooner Re orter, for Fairhaven. Tacoma-Arrived July 9-Steamers Queen and Farallon, from Alaska.

Bristol Bay-Arrived May 16-Bark

Harry Morse, from Astoria. Seattle—Sailed July 9—Seamer City of Seattle, for Skagway; steamer Queen, for Sitka San Francisco, July 10 .- Arrived -- Steam

er Tellus, from Oyster Harbor; schoone Lily, from Umpqua; schooner Volant, from Port Ludlow; steamer Newburg, from Gray's Harbor; steamer Matteawan, from Tacoma: steamer Victoria. from Nanalino; schooner Jennie Wand, from Port Blakely; schooner James H. Bruce from Port Blakely; schooner Parkersburg, from Coquille River. Salled-Steamer City of Puebla, for Victoria; steamer Asun

cion, for Seattle.

Hong Kong—Sailed July 6—British steamer Adelaide, for Tacoma. Arrived July 9—Brigsh steamer Empress of Japan,

from Vancouver.

Por Pirle - Arrived July 7-British steamer Calthness, from Port Ludlow, Hong Kong-Arrived July 8-British steamer Glenesk, from Tacoma. Kings Road—Arrived July 8—French bark General De Boisdeffre, from Astoria.

Queenstown-Arrived July 9-British ship Scottish Hills, from Oregon. Sydney—Arrived prior to July 9-Ship William H. Smith, from Tacoma. Port Gamble, July 10.—Arrived—Schooner Okanogan, from Bristol Bay.

Muroran-Salled July 9-Almond Branch, from Port Blakely for Calcutta. Yokohama, Arrived July 9-Cymbeline, from Manila for Portland, Or., or San

Hong Kong, July 10 .- Arrived previous ly-City of Pekin, from San Francisco via Honolulu and Yokohama; Olympia, from Tacoma via Yokohama. York, July 10.—Arrived—Majestic, Liverpool. Sailed—St. Paul, for

from Liverpool. Southampton; Zealandia, for Antwerp; Cymric, for Liverpool; Laurentian, for Glasgow; Duchessa di Genova, for Genoa and Naples.

Boston, July 10.—Arrived—Norwegian,

from Giasgow.
Liverpool, July 10.—Arrived—Numidian, from Montreal; Ultonia, from Boston; Westernland, from Philadelphia.
Boulogne, July 10.—Arrived—Amsterdam, from New York and Rotterdam.

Rio Janeiro, July 10.-Arrived-Meteor, from Baltimore, for San Francisco. Rotterdam, July 10. - Arrived-Amster dam, from New York, via Boulogne, Browhead, July 10. — Passed—Common-wealth, from Boston, for Queenstown and

#### OFF YEAR FOR FRUIT.

Chance for Oregon Product in Switzerland This Year.

Switzerland has an off year in fruit and Oregon may be able to find a market there for fresh apples and dried fruits of all kinds. Adolph L. Frankenthal, United States Consul at Berne, writes as follows to Secretary Lamberson, of the State Board of Horticulture:

This will be a bad fruit year. Last season was extremely good, as I wrote you at the time, but this year heavy hall storms have done much damage to the fruit trees. Im-ports of fresh fruit (not oranges, lemons, etc.) from all the countries into Switzerland for 1800 were 24,250,000 pounds, and came from France, Germany and Italy in the order named. Exports, however, were 644,000 quintals, (a quintal is 220.40 pounds) of which 580,000 went to Germany, and 53,000 to Austria. You might find a market for apples

in Switzerland. Regarding dried fruit, Switzerland uses a rood quantity of the American article, but if late complaint has been made that the bried fruit from the United States was not or a good quality. A large portion of this comes to Switzerland through Germany. Imports of dried fruits in 1900 were 24,300 quintals, distributed as follows: Austria, 6800; France, 5000; Italy, 3000; Danube principalities, 4400; United States, 4200; other countries, 900.

#### POSTED FORFEIT MONEY.

Irwin and Cole Put Up Coin for Their Contest July 19.

At a meeting of the managers of the cole-irwin boxing contest, held last even-ing, forfeit money was posted to insure the appearance of the contestants in the ring, and also that the principals should not be overweight on the day of the con-test. Willie Cole was represented by his manager Theodore Van Buskirk, and Toby Irwin by "Biddy" Bishop. The Pastime Club was represented by Jack O'Day and Jack Grant. The forfeits were placed in the hands of Nate Solomon. For failing to fulfill their contract with the club the men have agreed to torfeit. the club, the men have agreed to forfelt \$100 each. They have each agreed to forfelt \$150 in case they overweigh 130 pounds

at 3 P. M. on the 19th inst.

Irwin has taken up his training quarters at the Mikado, Sixth and Stark streets. and Cole is located at the Merchant Hotel. The fighters are both willing that their quarters should be visited by the general public at 3 P. M. each day, and the curious are invited to see the men at work so as to form their own opinions as to the merits of the men and as to the odds on the fight.

#### PERSONAL MENTION.

Mrs. W. W. Spaulding is in Portland, and will remain here a week, L. H. Heckman, press agent of Sells & Gray's shows, is in Portland. Mr. Heck. well known in connection with theatricals.

N. A. Brisco, for the past six months in the office of City Attorney Long, has been elected master of literature, in the Spokane High School.

Miss B. G. Merriam, of New York, cous. in of Mrs. Florence Merriam Bailey, well known to the Mazamas, is at the Hotel Portland. She will ascend Mount Hood with the south side party. Soon after the return to Porland she expects to be joined by her friend, Miss A. E. Smith, of

day as follows:

From Portland-P. Jennings, at the Imperial; Dr. E. Dewitt Connell and wife, Miss J. Connell, Dr. J. D. Fenton and wife, at the Astoria; Mrs. C. E. S. Wood, at the Everett. From Tacoma-Miss F. Bosal, Miss L. ssi, at the Park Avenue; E. J. Felt, at the Manhattan. From Seattle-C. A. McKenzie, C. B.

ith, at the Imperial; W. D. McCarthy, at the Cadillac. Poison in Homeopathic Doses.

PORTLAND, July 10.—(To the Editor.)
-In The Oregonian of the 8th inst., in a eading editorial, you express grave fears that socialistic measures to offset the present absorption of the people's wealth by the trusts would endanger the coun-try and even civilization. Your fears are in vain. The Republican party, which is the only party today that can be recog-nized, has it in hand to apply so much of the socialistic medicine to the body of the United States as may be neces-sary to offset the dangerous germs of the trusts that are about to swallow the made such committee, and they were inswestlth of the common people and the structed to prepare a constitution and Government itself. When our body is sick by-laws for the next meeting. It is exwe are not afraid of the deadliest poison pected the same rules of order used in Government itself. When our booy is we are not afraid of the deadliest poison in a proper ratio to meet the disease. The same principle applies to nations. We may consider one thing bad at one time, and at other times it may be just what is needed. Socialism controlled by a strong Republican party, as we have it, but willing to remedy evils as they exist. speakers called special attention to the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and Willisburg in the proposed cannery enterprise which is being promoted by Sellwood and William and the proposed canner

Schooner Okanogan, from Bristol Bay; schooner C. H. Merchant, from Lahalna. Seattle, July 16.—Arrived July 8-Steamer PREDICTS GREAT THINGS

> DR. BASHFORD SPEAKS OF THE PACIFIC COAST.

How Advancement of Civilisation Will Affect Three Cities-Temperance Programme-Park Sites.

GLADSTONE PARK, July 10 .- President J. W. Bashford, of the Ohio Wesleyan College, was the principal speaker at today's session of the Willamette Valley Chautauqua Association. "The Twentieth Century" was the subject chosen by Dr. Bashford. He said in part:

Bashford. He said in part:

There is a close connection between civilization and bodies of water. Civilization arises from the interchange of commerce, of ideas and of lideals; and water is the earliest and still the cheapest method of communication. The first stage of civilization was inaugurated when men learned to navigate the rivers, and the earliest civilizations were those of river basins. Witness the civilization of Egypt, of the Nile, of Babylon upon the Tigris and the Euphrates.

The second stage of civilization was when men learned to cross the Mediterranean. The civilization of the Mediterranean was the basis of the civilization of Greece, Rome, Carthage, Macedonia and Palestine. The third stage is the stage called modern civilization—the civilization of the Atlantic basin. For this third stage God gave the United States a providential position, her extent on the western side of the North Atlantic being equato that of Spain, France, Holland and England combined.

land combined.

The fourth and final stage is now being inaugurated on the Pacific basin. All history is
merely a preparation for the final struggle
which will take place in the first half of the
20th century, to see what learn
what learn 20th century, to see what race, what language, what civilization and what religion win become dominant in the world-neighborhood around the Pacific Ocean. It is my belief that the struggle will be between the Angio-Saxon, as represented by the United States. England and Germany, on the one side, and the Slav, as represented by Russia on the other. San Francisco, Portland and Tacoma will become the London, the New York and the Liverpool of the Pacific Coast, has possibilities of which she little dreams. century, to see what race, what lan

Temperance Programme.

This morning's session was given up to a temperance programme under the di-rection of Mrs. Helen Harford, state pres-ident of the Women's Christian Temperance Union. The main features were a literary programme, followed by an address by Rev. Ray Palmer on "Prohibition or Perdition

At 2 o'clock this afternoon was held of the most enjoyable features of this year's assembly, viz, a concert by the Park sisters, of New York. The con-cert was highly enjoyed by all present, and the prospect of another temorrow night will probably have the effect of drawing out a large crowd.

Baseball for the Cup. This afternoon at 3:30 the Multnomahs and the Gervais Stars played a game of ball, the Stars winning by a score of 10 to 2. At no time was the Multnomah team in the game, while the Stars played in big luck all through the game.

The baseball contest is now narrowed down to the Chemawas and the Vancou vers, who begin a new series, best two out of three for the cup. The first game of the new series will take place at 3:30 this afternoon.
Prior to Dr. Bashford's address to-

night there was a short programme in which Miss Gertrude Holmes sang a con-tralto solo entitled, "Last Night, Dear Heart.

Following is Today's Programme.

8:00 to 11:00-Classes. 8:00 to 11:00—Classes.

11:00—Round Table, program under the direction of Mrs. William Galloway.

Piano Duet—"Last Hope," Misses Helen and Evalene Calbreath, of Salem, Or.

Address—"Local Benefits of a Chautauqua Circle," Captain J. T. Apperson.

Reading—Miss Huldah Holden.

Address—"The Course of Reading for 1901—02," L D. Boyer, president Williametts Circle, Portland.

1:30-Chemawa Indian Band.

Grand March—"Through the Golden Gate."
Reading—Miss May E. Neal, of Chicago.
Music—solo, Miss Ruth Cranston.
Recognition exercises.
2:00—Lecture—"The Philippines, Their People, Products and Prospects," Chaplain C. G.
Rateman.

3:30-Ball game. 8:00-Instrumental concert, by the Park Cornet

trio-Selection from "Faunt," Gounod), the Park sleters "Valse Fantasie" (Abbot), Miss Georgie Park.
Reading-Selected, Miss Adele Weber.
Cornet solo-"The Favorite" (Hartman). Miss Anna Park.

Quartette for mandolins, gither and plano, (a) "Reverle," (Tocaben), (b) "La Flista," (Roncovieri), the Park sisters.

Cornet quartet—Serenade (Joy), the Park Zither solo-"Souvenir de Cherisey," Miss

Anna Park. Reading-Selected, Miss Adele Weber, Finale-Cornet trio (West), the Park sisters.

#### EAST SIDE NEWS.

Sub-Boards of Trade Doing Much Good Work.

The Albina Sub-Boards of Trade are working for three important things for that district, with good prospects of suc-cess—the widening of Union avenue to cess—the widening of Union avenue to 80 feet between Alberta street and Dekum avenue, the widening of Vancouver to 70 feet between Morris and Alberta streets, and free mail delivery for Highland, Piedmont and Woodlawn. The petition for widening Union avenue has been generally along by property owners and is erally signed by property owners, and is considered a fixture. The project for the widening of Vancouver avenue has been set in motion by the Albina Sub-Board, with fair prospect of success. Owing to the fact that five feet will be required from lots and blocks on both sides. the return to Porland she expects to be joined by her friend, Miss A. E. Smith, of New York, who leaves Portland today for Oakland, Cal. The two will spend the remainder of the Summer in Oregon and Washington.

NEW YORK, July 10.—Northwestern people registered at New York hotels today as follows: on these subjects.

Will Be Made a Sub-Board.

At an enthusiastic meeting of the Woodstock Improvement Association, held last night in the public hall at that place, it was practically decided to organize as a sub-Board of Trade. R. W. Montague presided, as he has been president of the association for over a year. There was full discussion of the matter of reorganization as a sub-board. It was moved and carried that a committee on permanent organization be named. J. C. Havely, E. S. Fisher and J. L. Gilstrap were

strong Republican party, as we have it, but willing to remedy evils as they exist, will act as a welcome medicine and restore the body of the United States to perfect health.

R. BUETIKOFER.

The matter of roads was also discussed. On motion Oscar Bellinger, A. B. Clark

and J. R. Glistrap were made a commit-tee to ask the County Court to gravel the cycle path on the Kelly road to the top cycle path on the of the Mann hill.

It was decided to hold a general mass meeting next Wednesday evening for reorganization. C. W. Miller and others of the Portland Board of Trade will be present and address the meeting. Every citizen of Woodstock will be invited to attend

East Ninth-Street Route. There is a disposition to favor East Ninth street as the route for a cycle path to connect with the Oregon City path, leaving out Milwaukie street. A Sellwood Sub-Board committee recom-mended this street in preference to Milwaukle, but was willing that the path should be built on the latter street rather than get none. The grade of East Minth from Holgate northward to Ellsworth street is moderate. It will not be ob-jected to by residents, and there are no street-car tracks or water mains to hin-der. The Cycle Association favored Mil-waukie street, as the cost of construction would be much less, but it is evident that It is impracticable to build there,

Mount Tabor Notes.

N. S. Normandin and family are at the Coast for the month, Miss Peery is visiting relatives in Missour!. She will visit her brother, Dr. Peery, of Yuba City, Cal., before return.

G. W. Gay and family left yesterday for Ocean Park, where they will spend the Summer.

East Side Notes. The New Church Sunday school enjoyed

its annual picnic yesterday in the grove at Sellwood. Dr. C. H. Raffety and wife left yester-day for Baker City. They will spend about 10 days east of the mountains. One of the hind wheels of a wagon loaded with gravel came off the axle yesterday afternoon at the intersection of East Morrison street and Union avenue, and obstructed traffic on the street

Professor W. A. Wetzell, formerly superintendent of the East Portland school but now connected with the Salt Lake schools, is spending his vacation in Port. man County, where he attended an institute.

Mrs. Abagail Scott Duniway, president of the State Equal Suffrage Association and Oregon Congress of Women, will speak at the Pleasant Home reunion Tuesday afteroon, July 30, on "Woman's Interest in War," Mrs. L. H. Additon will speak Thursday afternoon, August 1, on "Twentieth Century Patriotism."

## TRAFFIC CONFERENCE.

Const Traffic Officials of Harriman Lines Get Together.

SAN FRANCISCO, July 10.-An important conference between the traffic offi-cials of the Southern Pacific and the Oregon Railroad & Navigation Company will be held at the general offices of the Southern Pacific in this city during the next few days. The conference will be-gin tomorrow. Ben Campbell, traffic manager of the O. R. & N. Co., arrived from Portland today. He will be joined tomorrow by A. L. Craig, general passenger agent of the company. C. H. Markham, general freight and passenger agent of the Southern Pacific lines in Oregon, is also here from the north. The purpose of the gathering is not made entirely clear and it has provoked some disquieting rumors concerning possible changes and consolidations in Coast agencies. Incidentally, the officials of the two lines will discuss a number of matters pertaining to the east-bound soldier traffic, the Epworth League movement, and other matters of mutual interest concerning freight and passenger traffic.

There has been some talk of late that the new relationship established between the Southern Pacific and Union Pacific, O. R. & N. Co., and Oregon Short O. R. & N. Co., and Oregon Short Line might make it advisable in the estimation of the traffic officials of the sev-eral lines to bring about a consolidation of agencies throughout the country. It has been suggested that the Union Pa-cific and the O. R. & N. agencies in this city might be closed or at least be brought under the domination and con-trol of the Southern Pacific. This was a matter, however, on which Traffic May ...... \$ 161.86 \$ 366.564

President Mellen's Position.

A special dispatch from New York to the St. Louis Globe-Democrat has the following relative to President Mellen and the following relative to the followi

lowing relative to President Mellen and the Northern Pacific:

"The tenure of office of President Charles S. Mellen, of the Northern Pacific, is in doubt. Both Mr. Morgan and Mr. Hill are reticent on this subject, but friends of the last named say unreservedly that if Mr. Morgan will remain passive in the matter Mr. Hill will be able to demonstrate to Mr. Mellen that he can June July be more comfortable elsewhere. There are many Wall-street men, however, who say that Mr. Morgan will not consent to any change in the executive management of the Northern Pacific, because President Mellen's administration has been con-spleuously successful."

#### Railrond Notes.

It is baid that the salary of J. V. Ma-honey, as chairman of the Western freight pool, will be \$10,000 a year, or \$2500

predecessor. The estimated gross earnings of the li-linois Central for the fiscal year ending the 20th of last month are \$42,000,000, against \$32,511,976 the preceding year. It is expected the surplus for the year will

be about \$3,110,000, against \$2,457,720. "Union Pacific System" in a conspicuous line is being painted on the windows of the city ticket office of the system. The Union Pacific shield and name were previously on the windows, but, from nature of the design, the letters wer so large as those of the O. R. & N. Oregon Short Line. It is supposed that President Burt, on his recent visit, detect-ed room for making the Union Pacific prominent and the order for the

a through connection on Vancouver avenue from the Columbia River to the steel bridge. The petition for free mail delivery at Highland, Pledmont and Woodlawn is being signed by every one. At the meeting of the Sub-Board this evening at Pledmont steps will be taken to forward the petition to Washington. When these matters are disposed of an effort will be made to secure Bull Run water and a new schoolhouse at Woodlawn. Committees have been appointed on these subjects.

The route for the new Chicago-Kansas The route for the meeting of the Milwaukee and St. Paul road has been definitely located. Arrangements have been made with the Rock Island for the use of the latter's tracks from Davenport to Muscatine, a distance of 7 miles. From Muscatine a line will be built through Cone and Washington and connecting with the present main line of the Milwaukee & St. Paul at Rutledge, four miles from Ottumwa. The cutoff will reduce the St. Paul's distance between Chicago and Kansas City 37 miles. cago and Kansas City 37 miles

Information for Protectionists.

Indianapolis News.
The extreme protectionists ought to understand that they are not striking at Babcock alone, but at hundreds of thou-sands of Republicans who are warmly devoted to the party and at the memories of other great Republicans who all died in the faith. John Sherman, for instance, held precisely the theory now advocated by Mr. Babcock. General Gar-field declared that he was in favor of that sort of protection that led to free trade. And until comparatively recent years there was practically no sentiment in fa-vor of protection as a permanent policy.

THERE IS A CLASS OF PEOPLE Who are injured by the use of coffee. Re-cently there has been placed in all the gro-cery stores a new preparation called GRAIN-O, made of pure grains, that takes the place of coffee. The most delicate stomach receives it without distress, and but few can tell it from coffee. It does not cost over is as much. Children may drink it with great benefit. 15c and 25c per package. Try it. Ask for GRAIN-O.

TRADE OF PORTO

OUR EXPORTS TO AND IMPORTS

Both Have Greatly Increased Under Porto Rican Act-Figures Showing the Gain.

FROM THE ISLAND.

WASHINGTON, July 9.- The prompt action of the Porto Rican Legislature in notifying the President that tariff revenue between Porto Rico and the United States is no longer required to meet the expenses of the island, and requesting that all tar-iff between the island and the United States be immediately abolished, in ac-cordance with the provisions of the Porto Rican act, lends especial interest to some figures just prepared by the Treasury Bu-reau of Statistics regarding the commerce between Porto Rico and the United States since the Porto Rican act went into ef-

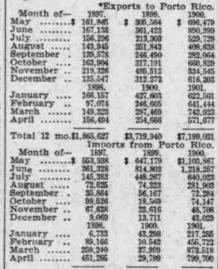
The Porto Rican act, which it will be remembered, went into effect May 1, 1900, provided that the United States tariff should apply in Porto Rico against all countries except the United States, and that the tariff rates between the United States and Porto Rico should be 15 per cent of the results to the countries the countries to the countries to the countries to the countries the countries to the countr cent of the regular tariff rates for a term of two years, unless the Porto Rican Legislature should sooner than that time notify the President that it had made provision for local taxation to meet the rovision for local taxation to meet the ecessities of the Government of Porto Rico, whereupon all tariff between the island and the United States should be abolished. This notification, according to the press dispatches from Porto Rico, has been duly made by the Legislature, the act signed by Governor Allen, and the President requested to children the control of the President requested to abolish all customs duties on goods passing from the United States on July 25, 1901, as authorized by the act above referred to.

The increase in commerce between Porto Rico and the United States which has followed the Porto Pilowed the Pilowed the Porto Pilo

lowed the Porto Rican act, by which 85 per cent of the tariff between Porto Rico and the United States was removed, has been very great, especially in exports from the United States to Porto Rico. The act went into effect May 1, 1900, and the figures for the month of April, 1961, therefore conclude the first year of commerce between Porto Rico and the United States under this act. In that year the imports from Porto Rico into the United States were \$3,827,413, against \$2,218,273 in the corresponding 12 months of 1899-1900, and \$2,151,775 in the corresponding 12 months of 1897-98 an increase of over 75 months of 1897-98—an increase of over 75 per cent, as compared with the 12 months ending April 30, 1898, when the Island was under Spanish control. In exports from the United States to Porto Rico the increase is still more strongly marked, the exports to that island during the first year under the Porto Rican act being \$7,199,031, against \$3,719,940 in the corresponding 12 months ending with April 1990 the property of the prop corresponding 12 months ending with April, 1900, and \$1.856,627 in the corresponding 12 months ending with April, 1898, an increase

of nearly 300 per cent. To sum up the developments of trade between Porto Rico and the United States since the Porto Rican act abolishing 85 per cent of the tariff rates between that island and the United States went into effect, as compared with conditions be-fore the beginning of the war with Spain, it may be said that imports from Porto Rico have increased 75 per cent, and exports to that island have increased nearly 300 per cent. How far the abolition of the remaining 15 per cent of the Dingley tariff rates and the establishment of abso-lute free trade between Porto Rico and the United States will further stimulate the commerce between the island and the ports in the United State can only be determined by future developments. The latest figures of the Bureau of Statistics show that about 80 per cent of the Imports of Porto Rico are now from the United States, and about 75 per cent of the exports from that island are to the United States.

The following tables show the exports from the United States to and imports into the United States from Porto Rico in the first year under the Porto Rican tariff act, compared with the year immediately preceding when the island was under the United States flag, and with the year 1897-8, in which it was under the Spanish flag:



### SMASHED WITH A CANE.

Total 12 mo.\$2,151,775 \$2,218,273 \$3,827,431

Unprovoked Assault in a Mount Tabor Trolley Car.

A cruel case of unprovoked assault took place last night at 9:10 o'clock on trolley car No. 79 at Mount Tabor, and as a result the victim lies seriously injured, with his skull probably fractured. A man whose name is said to be Foulkes, and who works for the Pacific Biscuit Company, entered the car with his wife and daughter and looked about for a seat, but the seats were fully occupied, and he asked a one-armed man who was sitting near the door to give up his seat. The man indicated, who was under the influence of liquor, apparently did not hear the request, for he never moved. The husband then repeated his request in an angry tone, and on getting no reply the second time, he raised the walking-cane he carried and smushed the one-armed man over the head.

The victim fell insensible, with the blood streaming from the wound in his head. The assailant appeared to make light of the occurrence, for eye-witnesses state that he laughed and joked on the way to the city. When Sunnyside was reached the injured man was taken off the car by those who knew him, and presumably he received medical aid, but at an early hour this morning it was not possible to discover his name or the physician who attended him. The police are trying to find the injured man and his assailant.

Brooklyn Eagle.

A deal of humbug has happfly been brushed out of the way. The Supreme Court decisions in the Island cases—island, men and brethren, is a better word than insular—have brushed much of it away. The Filipinos are not citizens. They are not to take part in Congressmaking or in President-making. They have no "right" to the ballot, though voting in certain cases and under certain restrictions may be extended to them, and-for cause of which those set over them will be the judges-taken away from them. The nonsense that voting is a right, in-stead of a privilege, that rank unfitness for it is a prime qualification for it, and that a horde of mongreis are entitled to all the powers possessed by citizens of American states, has been retired from service by all but silly and phrenetic news-papers. The United States Government Pure blood is necessary to enjoy perfect

The matter of roads was also discussed. On motion Oscar Bellinger, A. B. Clark

A complexion fair and lovely as baby's papers. The United States Government comes from using exquisite Satin-Skin is required to give to the Filipinos the Cream and Powder. 25c. Meier & Frank.

by their conduct, Good conduct will insure easy conditions. Bad conduct will insure hard conditions. They can voluntarily be. have well. If they voluntarily behave ill, they will be made to behave well by force. Obedience to what is right will be required of them. That is the best requirement for them and for all in like case

Bliggerson's Degree.

And he gave away
All his cash one day
To a school and a college and a libraree.

Baltimore Ame Thomas Henry Higgerson Longed for a degree. "Like to sign This name of mine With a tail of LL. D.," Said he,
"Or a a Ph. D., or a plain A. B.,
Or any old letter would give me glee."

Thomas Henry Hilggerson Watched the mail
Till hope would fail,
For a note to give him glos. He fully expected he would be

Or an LL. D., Or a plain A. B.; But the poor man w Thomas Henry Bliggerson Now has his degree Each thing sent His establishment Bears the mystic letters three. You see,

You see, There was no more cash in his treasury, And he went down into bankruptcy. With a large, fat pen, Write "T. H. Bliggerson, C. O. D.,"

# Swallowing

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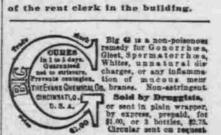
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