

\$500,000 FISHING DEAL**ANACORTES PACKING COMPANY SELLS OUT TO ALASKA PACKERS.****Property Is on Bellingham Bay—Transaction Largest on Coast in Two Years.**

NEW WHATCOM, Wash., July 16.—The largest fishing deal on the Pacific coast since the formation of the Pacific-American Fisheries Company, two years ago, was consummated today, when the Alaska Packers' Association purchased the Anacortes Packing Company's property, consisting of a cannery at Anacortes, 15 fish traps, and a number of steam vessels, etc. The Pacific Fish Packers' Association, just organized in New York, had an option on this property which expired July 1. The Anacortes Company refused to renew, and within two days closed a deal with the Alaska Packers' Association at a figure in the neighborhood of \$500,000.

Telegraph Operators Wanted.

WASHINGTON, July 16.—The Signal Service is making arrangements to increase its force in Alaska this summer, so as to insure communication next winter. Acting Chief Signal Officer Dunwoody has just given notice that he is prepared to enlist in the signal corps for Alaska service 25 to 30 telegraph operators. Applicants are directed to apply to the Chief Signal Officer in Washington, direct, or to the nearest recruiting office of the United States Army.

Report of Debris Committee.

WASHINGTON, July 16.—The report of the California debris committee, headed by Colonel J. Smith, detailing the work of the committee in the widening of the channel along the Sacramento and San Joaquin rivers, in California, has been received at the War Department. It says 1,265,891 cubic yards of material were mined under permit of the commission.

Caught by a Falling Tree.

SALEM, Or., July 16.—A report from Mehamah tonight is to the effect that John Taylor, a young man, coming near the station, while peeling tankard in the mountains six miles east of Mehamah, was caught by a falling tree and his shoulder crushed. He was carried out of there, from his companion. He is in a critical condition.

Wheat Harvest Soon to Begin.

AMITY, July 16.—Several farmers here, about to begin cutting their wheat next week. Most fields will turn out well.

EPWORTH LEAGUERS TRAVEL**Several Train and Steamship Loads Expected Through Portland.**

Reports agree that the number of people taking advantage of the Epworth League rates to visit the Pacific coast is fully as great as the number that came out to the coast on the occasion of the Christian Endeavor convention at San Francisco in 1897. Southern Pacific officials estimate the number at 20,000 to 25,000. These excursionists are now pouring into San Francisco by the train load from all points of the coast. From Portland the steamer Columbia, which will sail tonight, was sold out as early as last Friday and hundreds of applicants for passage are waiting. From Portland the steamer Columbia, which will sail tonight, was sold out as early as last Friday and hundreds of applicants for passage are waiting. From Portland the steamer Columbia, which will sail tonight, was sold out as early as last Friday and hundreds of applicants for passage are waiting.

Whether as many will come up the coast to Portland after the meeting in San Francisco, as came from the Christian Endeavor convention, is a question the transportation men are not yet able to answer. In 1897 there was no extra charge by way of Portland; now an extra charge of \$2 is levied on the excursionists. The reason why transportation companies were not advised in advance of the large numbers who would take advantage of the Epworth League rates is attributed to the discontinuance of the ticket sellers. It is said that this goes to prove that commissions went for the organization of travel and did not increase the volume of travel. When men were interested in ascertaining who would go on such an excursion and in organizing parties and getting accommodations for them the rate of travel was not so high. People notice of the demands that would be made upon them and were able to prepare for the rush. This time railroad officials had no way of knowing how many would travel until the people applied for tickets and made sleeping car reservations. Then there was hustling to build the necessary accommodations. Still, the traffic has been remarkably satisfactory, notwithstanding its great volume.

TRANSCONTINENTAL MATTERS.**Business Transacted at the Passenger Meeting in Colorado.**

GLENWOOD SPRINGS, Colo., July 16.—An important meeting of the Transcontinental Passenger Association commenced its session here today in the Hotel Colorado, with James H. Bevington as secretary. Twenty-three representatives were present from 19 railroads. About 50 matters of business were taken up. It is deemed certain that the time limit for the sale of excursion tickets to the Episcopal convention to be held in San Francisco was changed so as to include September 27, instead of September 25, with return limit to November 15, instead of November 5. The question of interchangeable mileage system took up the greater portion of today's session. It is proposed to issue mileage books, which will be available on all roads west of the Missouri river to the Pacific coast and to the boundary lines on the north and south. The matter was finally referred to the mileage committee to arrange all the details and report tomorrow morning. Two sessions a day are held, and later it was thought that there will be night sessions.

Newspaper Inspection of U. P.

OMAHA, July 16.—The Union Pacific Railroad is arranging an excursion to be given to representatives of 50 of the leading metropolitan dailies of the country. The newspaper men will inspect the road's improvements and places of interest in Colorado, Wyoming and Utah. The excursion will be conducted by Alfred Darrow, the road's advertising agent, and will be escorted by several officials of the road. The party will rendezvous at the Brown Palace in Denver, July 25, and thence will go by special train to Cheyenne and to Salt Lake City, making stops at the best places along the line as the party may desire.

Side Line of Railway Officials.

BALTIMORE, July 16.—A suit in which the Baltimore & Ohio Company is charged with violating the interstate commerce law, by discriminating against shippers, was filed in the United States court here today by Meyers & Houseman, dealers in

livestock. The petition alleges that the complainants are damaged to the extent of \$25,000 to \$50,000 per annum by reason of being compelled to receive, house and feed their cattle at the Union stockyards in this city, alleging that the officials of the railway company are interested in the stockyards in question, and that discriminations are made against those who do not use them.

Immigrant Business Makes Trouble.

CHICAGO, July 16.—Fresh trouble has broken out in the Western immigrant bureau which may lead to the reopening of the commission question. It is claimed that an immigrant agent has been paying high commissions to steamship agents, thereby gaining a large proportion of the immigrant business for his road. The lines dependent upon the bureau have entered a protest against the alleged tactics of this competitor, and the matter will be considered at a meeting which is scheduled for Glenwood Springs, Colo., this week.

Scenepers Enjoined.

SAN FRANCISCO, July 16.—Upon the application of the Southern Pacific Company, Superior Judge Dunne today issued a temporary order restraining all local ticket-brokers from handling Epworth League tickets.

EAST SIDE NEWS.**Committee Will Take Up This Week Widening of Vancouver Avenue.**

M. E. Thompson, chairman of the committee of the Albina Sub-Board of Trade, appointed to consider the widening of Vancouver avenue, will call a meeting of the committee this week for active work. It is desired to widen the avenue to 70 feet between Morris and Alberta streets. The map of the avenue has been made showing its condition and what will be required to accomplish the widening. Only about half a dozen cottages will have to be moved back on the east side of the avenue. The present street is straight, and the lots are 120 feet deep, but along the west side there is a succession of jogs. At places the avenue is 10 feet wide, then it runs down to 37 feet, and then up to 60 feet. Lots on the west side are 100 feet deep. The difficulty will be in adjusting all these conflicting interests. Still Mr. Thompson thinks the widening can be accomplished, by which there will be made out of Vancouver avenue a fine thoroughfare with harmonious street lines to city limits. The committee will take hold and improve Vancouver avenue north from Alberta street by grading and building a cycle path. A canvas of the property-owners will be made, and they are willing to do it. The committee will make a report at the sub-board meeting, which will be held next Friday night in the Mississippi-avenue engine-house.

Clinton Kelly Sub-Board.

The Clinton Kelly Sub-Board of Trade was organized last night in the hall on East Twenty-sixth and Powell streets. T. C. W. Miller, president of the Epworth League, presided. The committee will take hold and improve Vancouver avenue north from Alberta street by grading and building a cycle path. A canvas of the property-owners will be made, and they are willing to do it. The committee will make a report at the sub-board meeting, which will be held next Friday night in the Mississippi-avenue engine-house.

East Eleventh to Be Graveled.

The Portland City & Oregon Railway Company will gravel East Eleventh street northward from Holgate to about East Division. Gravel from the pit on the corner of 11th and Commercial, will be used. The company is putting in a gravel screen, and will begin the work of graveling the street as soon as the screen has been put in place. The graveling is being done by the company without cost to the property-owners, as an expression of appreciation for not being required to travel the single track into the heart of the city, which would be an expensive, one good turn deserving an award. If the company will gravel the road south of Holgate street there will be a well improved street to Sellwood.

Must Drive Slow.

The order has been issued that drivers of fire apparatus must drive no faster than a trot on Grand avenue and over the Union avenue. The reason for this is that it is dangerous for an engine or truck to be driven even at a trot, and to prevent accident this order has been made. If the companies have to drive fast, they will be stopped. For some reason the last petition received signatures of very few property-owners.

To Open Two More Streets.

It is stated that the Tibbatts property between Powell and Clinton, East Eleventh and East Sixteenth streets, will soon be platted. This will necessitate the opening of East Twelfth and East Thirteenth streets. The land has been held in a body while the surrounding have been platted and streets opened.

East Side Notes.

The Sellwood Sub-Board of Trade assembled in a body Saturday night on the Miller tract, north of Sellwood, and burned up the unsightly piles of brush, which had been piled up for some time. A public meeting will be held this evening at Woodstock, under the auspices of the Woodstock Improvement Association at the hall, near the street-car track. C. W. Miller, secretary of the Portland Board of Trade, and others from the city are expected to be present and make addresses.

Work on a New Freight Warehouse for the Oregon City Railway.

Work on a new freight warehouse for the Oregon City Railway has been begun on the corner of East Water and Hawthorne avenue. A driver has just been finished, and will drive piles for a 100-foot extension beyond the present dock, giving a water 20 feet long by 50 wide.

M. E. Thompson, of Albina, returned yesterday from a trip to a district back of Kalama, where he went with some other to locate timber lands.

Mr. Thompson said they walked 30 miles in four days and built some cabins on their claims. A new town has been located there.

The Kangaroo Club, which has headquarters in the Burkhardt building, will take an outing Sunday.

The members will go to the Sandy in a wagon and spend the day at Sun Point. The president is Brigham, vice-president is Maxson, secretary is C. D. Smith, treasurer, and H. Sylvester, conductor.

Richard Barrett, one of the four boys who were burned in Brooklyn by an explosion of July 15, is recovering, and will not lose his eyesight.

He was the worst injured of all. His eyebrows were burned off, and the face of his forehead burned severely, but he closed his eyes in time to save them.

Women with pale, colorless faces, who feel feeble and discouraged, will receive both mental and bodily vigor by using Carter's Little Liver Pills.

Haselwood for choice ice cream. Both houses, 243 3/2 Washington street.

OREGON HAS THE COLORS

(Continued from First Page.)

voted to naval warfare nowhere contain a record for magnificent performance which equals that of the noble ship you represent here today. In fact, its record may never be equaled in the future. Floating peacefully the harbor of the Sound, with its latent powers, like those of an untamed giant, it was summoned to the Atlantic squadron. It left its anchorage on March 6, and on March 15, arriving off the coast of Florida May 28. No other war vessel ever made such a record as this as to distance in so short a time, nor under such favorable circumstances. For weeks at one time no word was heard from the Oregon, and considering that the Spanish Government

THE LAUNCHING OF THE OREGON.

BY SAM L. SIMPSON.

SALEM, Or., July 16.—Nearly-printed colors of Sam L. Simpson's famous poem, "The Launching of the Oregon," were presented to the men representing the battle-ship Oregon when the "newcomer" pennant of that famous ship was presented to the State of Oregon. On the first part of the poem, "The Launching of the Oregon," presented to the officers and crew of the battle-ship Oregon, on presentation of their colors to the state, Salem, July 16, 1901.

Miss Margaret Barry recited the poem at the exercises held at the Capitol today. It will be remembered that the poem was telegraphed to the Chamber of Commerce and read by Mrs. Narcissa W. Kinney, of the same city, on the occasion of the launching of the Oregon at San Francisco, October 26, 1893. It follows:

O ship, like created Pallas armed,
Go forth to sea, and guard our coast,
Leap to his strong and proud embrace—
In Freedom's squadron take thy place!

Northward in sheen of crystal mail,
A scarlet cloud upon thy breast,
Our mountain monarch, Hood, will hail
The mighty daughter of the West.
And hail, with broad uplifted shield,
The sea, thy home and battle-field.
While vast hosts of phalanxiers
Swirl the deep song of worshippers.

That brow of precession wreathed in dreams,
That smile through which his grandeur gleams
In storm and calm has breathed o'er
The hardy feat that erstwhile came
And wrought, in tears and blood and flame—
And through the ages, still to come
The glory of thy chosen name!

Launched on the golden-rod bay,
Be thine a royal bridal day,
And with the wave's exultant kiss
And with the wind's caress
When Greece was lit with morning stars,
Come, welcome to a scene like this,
The memories of Trafalgar,
And the olden days of sailing,
How Perry's warrior bark was swelling—
Come, throbbing through the dusk of years,
Deceat's drum-beat in Algiers.

To greet the nuptials, here behold,
While o'er enchanted streams and woods
October's misted splendor broods,
Our forests lit with lamps of gold,
And many a leaf and flower
Dashed with the red autumnal wine—
For thee a symbol and a sign
Of faith serene and trust untold.

knew of the undertaking and the consequent danger that she might be injured by a collision with the Spanish Navy, the dispute in this country was indescribable. As a whole, the people of the United States have seldom seen a happier hour than the morning of May 26, the gallant Captain Clark telegraphed to President McKinley from one of the ports of Southern Florida: "The Oregon is here, ready to receive you, ready for action." Her subsequent matchless record at Santiago, where she seemed to be in the thick of the fight on all sides, and by her amazing speed, succeeded in out-maneuvering the Brooklyn, and forced the Colon's surrender, is a part of history.

The Oregon's Trip Around the Horn.
"Her trip around the Horn was the longest by a battle-ship, having made 13,000 miles in 81 days, and time included all necessary stops. The record says that 'the Oregon made a single run of 428 miles without a stop of any kind for any purpose, and that when she arrived at her destination 'not a screw was loose nor a bolt out of order.'"

"The record of the Oregon's voyage around the world is a record of the fighting machines of the world, not only unsurpassed, but unequalled. There may be greater vessels in the world, but none more powerful, and if so the proof is yet to be made. The people of Oregon have special reason to be proud of that record, for her career has given added luster to the name of the world."

"What the providence of God has in store for this Nation no man can tell, but the progressive industry of the past and the future of the future will be the result of the deeds of the past, and the deeds of the future will be the result of the deeds of the past."

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Haselwood for choice ice cream. Both houses, 243 3/2 Washington street.

Capitol Well Decorated.

Pictures of Captain Clark and the Oregon were conspicuous.

SALEM, July 16.—The Hall of Representatives never looked prettier than it did today when the colors of the Oregon were presented to the state.

PROMISE OF SUCCESS**TRANS-MISSISSIPPI CONGRESS AT CRIPPLE CREEK.****The Largest Attendance in the History of the Organization—Secretary's Recommendations.**

CRIPPLE CREEK, Colo., July 16.—The twelfth annual meeting of the Trans-Mississippi Commercial Congress opened today with the largest attendance and the largest membership in the history of the organization. Out of 2000 delegates appointed, 1200 were in their seats today. The morning session did not begin until 10 o'clock, and adjourned on account of the telegrams received from several hundred delegates who were unable to arrive in time. The afternoon session was called to order by President Walter Gresham, of Galveston, Tex. After invocation by Rev. Mr. Schofield, addresses of welcome were given by Mayor Grant of Cripple Creek, and Frank, of Victor, and Governor Orman, of Colorado. Responses were made by Governors Fishback, of Arkansas, and Oklahoma, and Prince, of New Mexico.

Secretary Arthur Francis, of Cripple Creek, made a report which strongly urged the congress to begin immediately the work continuous, instead of having each meeting work on an independent basis. He recommended that preparations for the next congress begin immediately after adjournment of the present one. He also recommended that the executive committee make special efforts to secure permanent members whose fees would furnish funds for expenses. The report of the executive committee followed in about the same line.

President Gresham then delivered an address on the object of the congress, after which resolutions were introduced in favor of the Louisiana Purchase Exposition and the Nicaragua Canal. A resolution introduced by Senator Patterson, of Colorado, favoring protection to beet sugar and a strong speech made by him in its support brought forth witty remarks by Congressman Long in favor of the resolution. A resolution in favor of a department of mines in the President's Cabinet was introduced by Robert Graham, of the Colorado Fuel and Iron Company, to permit the members and their wives to attend a reception and a ball at the Opera House tonight.

Tomorrow's programme includes an address by John W. Noble, of St. Louis, ex-Secretary of the Interior, on "Department of Commerce and Industry." A broad fight for a salary of \$5000 a year for the officers of the supreme court, and a resolution in favor of the city of St. Louis, Minn., and Sacramento.

CONVENTION OF MACCABEES.

Close of the Struggle Between the Marky and Boynton Factions.

PORT HURON, Mich., July 16.—The first session of the 11th biennial council of the supreme officers of the Knights and Ladies of the Maccabees was held here today, and was marked by the closing of a struggle which has been pending since the last session two years ago, between the Marky and Boynton factions. The supreme council abolished the office of supreme adviser, which was held by Major N. S. Boynton, of a salary of \$5000 a year. The officers of the supreme court and district medical examiners were abolished and a board of medical examiners, composed of three physicians, was established at a salary of \$500 each. Dr. R. E. Moss, of this city, will be chairman. The salary of supreme commander was raised to \$7500 per year and that of the record keeper to \$5000. D. N. Markey was re-elected supreme commander, and George J. Seligson recorder.

Entitled to Greatest Credit.

SALEM, July 16.—The perfect success of this occasion is due not only to the general officers, composed of Claude Gatch, J. A. Barber, C. E. Sutherland, C. W. Kern, A. L. Barbour, A. C. Smith and T. A. Wood were made a committee on membership. These committees are to report at the next meeting. The committee on membership is to report at the next meeting. The committee on membership is to report at the next meeting.

ATTACHMENT SUIT FOR \$2000.

Bill of Booth-Kelly Company Against Man Doing State Work.

SALEM, Or., July 16.—The Booth-Kelly Lumber Company, of Eugene, today began an attachment suit for \$2000 against R. T. Denham, the contractor who has been employed by the state to build a pavilion at the fair grounds. A quantity of lumber was attached. Since the creditors could not agree last evening, the bankruptcy court has taken up the case. The Booth-Kelly company has notified the State Fair Board that they will not be further bound by their bond. They agreed to sell the lumber, but on the other hand, the board agreed to retain 25 per cent of the money due Denham until 30 days after the job was completed. The board has already been notified that the latter agreement was not kept, and they are therefore released. Members of the board say the litigation between Denham and his creditors will not interfere with their work.

THE OHIO PLATFORM.**Democratic Exultation Over Rejection of Bryanism.**

Chicago Chronicle, Dem.
The platform adopted by the Democrats of Ohio on Wednesday is the first comprehensive statement of Democratic principles unaltered by the vagaries of Populism and socialism. It is a platform of the democratic Republic in more than five years. It ignores the money question, for there is no money question and never has been. It ignores the tariff, for the tariff is a matter of the past, and the tariff is a matter of the past. It ignores the tariff, for the tariff is a matter of the past, and the tariff is a matter of the past.

Will Compare Notes.

A congregational meeting of the Mizpah Presbyterian Church, East Thirteenth and Powell streets, will be held next Thursday evening. At that time it will be ascertained how much money has been raised for the proposed new structure. It is known that a considerable sum has been subscribed, but the total has not been made public. The matter is proceeding satisfactorily, and it is hoped that work on the new church may be started within a few months. It is proposed to build a church costing \$5000.

Farewell Reception.

Under the auspices of the ladies of the Second Baptist Church, a farewell reception was given Rev. and Mrs. Ray Palmer last night. They will leave for their new field of labor at Chillicothe, Mo. There was a large attendance. Many short addresses were made, all expressive of keen regret at the departure of the Rev. Mr. Palmer. Mr. Palmer will preach his farewell sermon Sunday.

Milwaukee Strike Broken.

MILWAUKEE, July 16.—Unable to hold out any longer on account of the scarcity of funds, 90 machinists voluntarily went back to work at the plant of the Allis-Chalmers Company today, thus virtually breaking the strike. The first break in the strike was practically the first break of any importance in the ranks of the machinists.

McKinley Did Not Touch the Button.

CANTON, O., July 16.—The President was not touched by the button of the company of Oregon, 109 Third st., or of the rent clerk in the building.

Every Woman

is interested in and should use the wonderful MARVEL Whirling Soap. The New York Herald Tribune, Best Soap, Most Convenient.

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Pearline Best every Test

by

DR. CROSSMAN'S SPECIFIC MIXTURE

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