## TWO MORE MARCH SHIPS

REACH THE UNITED KINGDOM FROM PORTLAND.

The Branknusen and the Queen Victoria-Made Voyages of 126 and 142 Days Respectively.

Two other March ships from Portland reached Europe yesterday, the Brun-hausen and the Queen Victoria. The for-mer arrived at Queenstown yesterday, and the other was sighted off Prawl's Point These make four March ships from Portland which have reached England. The last two took their time, and did not at-tempt any records. The Queen Victoria reached her native shore after a comfortable voyage of 142 days, and the Brunhausen occupied 126 days in the journet to Queenstown. Both are moderate essels, the former of 1587 tons; and the lafter of 1117 tons. The Brunhausen fook from this port 77,560 bushels of wheat, and the Queen Victoria 96.162. The Queen Victoria left the Columbia about two weeks ahead of the other ship, for Ant-Thus, while four of Portland's ships have arrived out, Puget Sound's March fleet of six vessels, with its drag of barnacles, is yet to be heard

### HARBOR IS BUSY.

#### Seven Grain Vessels and Two Lumber Ships in Port.

The harbor is very busy for this time of year. Eight ships are here, and another, the Poltalloch, is at Astoria. All are large carriers. Besides the two big steamships, the Thyra and the Strathgyle there are seven grain vessels in port as follows:

Dumfrieshire ......

The Thyra and the Strathgyle are busy receiving cargo. The latter is at the Pennoyer mill, in South Portland. The lumber for its cargo is being treated with creosote, a process which is a slow one. and which will probably delay the departure of the steamer. It was hoped that she might have room for over 4,000,000 feet of lumber, but it is not probable that she can accommodate that much, owing length of the timbers. The Thyra, which has less tonnage, may bear away as much or more cargo, because her tim-bers are of a more convenient length, and the space they occupy is more economical-

This full fleet of ships will be further reased before the end of the week by the steamship Indravelli, the O. R. & N. vessel due from the Orient, and by steamship Adato, which will be loaded by the Pacific Export Lumber Company. Be ides these vessels, several grain ships are daily expected to arrive, among them the Brabloch, which has been overdue for a month.

Other vessels of the Pacific Export Lumer Company to follow the Adato are the Palatinia and Southerland, and also the Royalist, as soon as she is released from San Francisco, where she is held by legal difficulties. The Guernsey will not come here, as was first intended, but will load lumber at Victoria.

### HILSTON AND GALGATE HERE.

Former Has a Cargo of Cement-The Latter a Frequent Visitor.

The British ships Hilston and Galgate arrived from Astoria yesterday, in tow of the R. R. Thompson. The vessels are good saflers, and after their barnacles have been sloughed off by the fresh water of the Willamette, the ships will be very much improved in speed. The Galgate is the ship which last year made the run from Hong Kong to Portland in 27 days. trip from Callao occupied 49 days, which shows that she did little loitering on the way. She is in ballast, and is at the Irving dock. This is the fourth visit of the vessel to Portland in four years. The vessel left here in October, 1897, for the United Kingdom, in February, 1899, and in June, 1990. The last voyage from Portland was made in and the one before that in 135 The ship's cargo in 1897 consisted of 130,355 bushels of grain, and in 1900 of 131,546 bushels. She is consigned to G. W. McNear, and will, therefore, be loaded Northwest Warehouse Company. The Dumfrieshire will probably be the first vessi dispatchd by that company this season, and the Galgate the second. The Hilston is consigned to Balfour Guthre & Co., for wheat loading. The

vessei has a cargo of 7500 barrels of ce ment from Hamburg. She is now at Greenwich dock.

## SHIP CANAL PROJECT.

Grenter New York Association Strongly Against It.

NEW YORK, July 24.-Strong opposi-tion to the ship canal project was expressed at a meeting yesterday of the subcommittee of the Greater New York Canal Association and the Canal Committee Exchange. The purpose of the conference was to consider the report of deep waterway commission on the ship canal proposition. After a prolonged discussion of the subject it was unanimously decided to continue the campaign for the improvement of the state water-ways by the state along the lines already mapped out,

According to the statement of the chairman of the meeting, Mr. Henry D. Hebert, the sentiment of the conference was unanimously against the ship canal proposition. Principal among the reasons for this opposition, Mr. Hebert said. was the feeling amounting almost to a certainty that New York would never abandon ber canals, or, in other words, turn them over to the National Government as would be required, according to the commission's report, before the Government would undertake the con-struction of a ship canal. Mr. Hebert said that serious doubts were entertained to whether the deep-waterway proposltion could be carried out.

Opposition to the Union Scale, new seamen's wage scale promulgated by the union is receiving opposition at Pugte Sound. The following is taken

from a Tacoma paper: "A tug was expected during the night to tow the ship John A. Briggs, Captain Balch to Seattle, where she will endeavo to get a crew. The Briggs has aboard a cargo of coal for San Francisco. Sunday she shipped a union crew, but they de. serted because the master declined to eet the new wage scale of \$50 for the run

to San Francisco. "The California Shipowners' Association has its Puget Sound office at Seattle, and will endeavor to put a crew aboard the Briggs. They deem it handler to have the vessel in port there, and do not think there will be as much interference on the part of the union. The lumber-laden schooner Commerce, Captain Buthenson, was towed out to sea Sunday night from Old Town, with lumber for California. made attempts to take the Commerce's crew from her, but falled."

Steamship on Fire.

A strange story of a supposed fire on ne of the passenger steamers running o Alaska is brought by the steamer Nell, says a Victoria paper. Her master says that 10 days ago, when the Nell was lying off the creek near Port Simpwaiting to get in to the Georgetown mills, he saw a large steamer, with tall spars, like an American passenger steam-er, seemingly on fire off Dundas Island. spars, like an American passenger steam-er, seemingly on fire off Dundas Island. Now and again the smoke obliterated M., as previously announced

her smokestack and high spars complete.

ly. For three-quarters of an hour the steamer stood still with the great cloud steamer stood still with the great cloud of smoke rolling from her, and then, while the Nell remained off shore waiting for high water to get into the creek, the steamer suddenly turned around and headed straight for Dundas Island, as though those on her intended to run her ashore and let her passengers get out of her. She stood well in shore and a vast amount of steam clouded around her hull, as if water was being used on a fire. When she got well in toward Dundas Isl-

as if water was being used on a fire.
When she got well in toward Dundas Islands and, the cloud of smoke rose higher, covering the steamer entirely, and when it moved, the steamer was no longer visible. There was no sign of her to be

These are the facts as they came to the eye of the master of the Nell, and although this was 10 days ago, and he has made many inquiries since, he has been unable to find any news of the steamer seen by him. His opinion is that those on her succeeded in getting the fire under control and proceeded on her voyage.

Accident to the Reliance.

The steamer Reliance, on the Portland-Dalles route, met with an accident in the Cascade locks a few days ago, whereby a blade of the propeller was broken. It is supposed by some that the wheel struck a sunken log, and by others that the propeller struck the sill of the locks. is now at the Supple yard, on the East Side. She will be hauled out of the water and will receive a new pro-peller. The steamer Shaver has taken the place of the Reliance on The Dalles run R. E. Davis, Naval Reserve, The pro-until repairs shall be finished.

Steamers in Distress.

St. Michaels, having been jammed in the ice, but the extent of damages was not The transport Seward is in distress, and

have to be towed to Puget Sound. Her bollers gave out, and the transport Warren was to start from St. Michaels with the Seward in tow on July 16.

The Nesnia Chartered.

Another vessel which seems destined for oading at this port in November is the Nesaia. She is a German ship, of 1670 tons, and left Melbourne June 5 for Valparaiso. Her rate is given at 42 shillings. This engagement, and others on the coast consort in the general argument that freights are stronger.

To Choose the Queen A meeting of the Portland committee of the Astoria regatta will be held Thursday evening to choose a queen of the festival. It was intended to have this meeting last Saturday evening, but Captain Edwards could not be present.

Marine Notes.

The Columbia arrived last night from San Francisco. Captains Edwards and Fuller went to Astoria yesterday to inspect the steamers

Nahcotta and Dovie. The British ship Imogen, for Portland or San Francisco loading, sailed from Manila two or three days ago. She left Barry May 2.

Domestic and Foreign Ports. ASTORIA, July 24.-Arrived at 11:20 A

M. and left up at 2:50 P. M., steamer Colfrom San Francisco Sailed Steamer Elmore, for Tillamook. Condition of the bar at 4 P. M. moderate, wind orthwest, weather clear... ulam, Wash., July 24 - Sailed -ner Defiance, from Hoquiam, for Hoquiam.

San Francisco. San Francisco, July 24.-Arrived-Steam er Geo. W. Elder, from Portland; steam-er Hemonthis, from Tacoma; schooner Maria E. Smith, from Port Gamble. Scattle-Sailed July 23-Steamer Kaga

Maru, for Hong Kong. St. Michaels-In port July 7-Whaling steamers William Baylles and Belviere; United States steamer Seward and United States steamer Warren; Whaling steamers Alexander, Karluk and Jeanette.
Nome—In port July 9—Steamers Santa
Ana, Ruth, Nome City and Newsboy.

Seattle-Sailed July 23-Barkentine Port-land, for Nome.

Hyades, from Seattle; steamer Cone-maugh, from Seattle; British steamer All prizes will be cash. Each Buckingham, from Vancouver; schooner Falcon, schooner James Bennett. Eureka-Arrived July 23-United States steamer Madrone, steamer Pasadena, from

Port Townsend - Arrived July Schooner King Cyrus, from Honolulu Passed in July 21-Brig W. G. Irwin, from

Roche Harbor. Seattle, July 24.-Arrived-Steamer Dolphin, from Skagway; steamer Santa Ana, from . Nome. Sailed—Steamer Portland, for Nome: steamer Czarina, for Tacoma, Bremerton - Arrived July 23-United States steamers Iowa and Wisconsin, from Port Orchard

Suva-Arrived-Schooner C. A. Taylor. sailed about July 1 for Gray's Harbor. Santa Rosalia—Salled July 5—Danish bark Havila, for Victoria: Valparatso-Sailed July 10-British ship

St. Mungo, for Tacoma.

Iquique-Salled June 4-Chilean bark Emma Louisa, for Puget Sound. Queenstown-Arrived July 22-German ship Brunhausen, from Oregon.

Yokohama - Arrived July 21-Steamer Victoria, from Tacoma; British steamer Empress of China, from Vancouver.

Tocopilia—In port May 31—British ship Dunbarton, for Puget Sound. Prawle Point—Passed July 23—British ship Queen Victoria, from Portland, for

New York-Salled-Sardinian, for Glasgow; Oceanic, for Liverpool; Pennland, for Antwerp. Lizard-Passed-St. Louis, from New

York, for Southampton. Queenstown - Salled - Belgenland, Philadelphia via Queenstown; Germanic, for New York.
Hong Kong-Arrived previously-Hong

Kong Maru, from San Francisco via Hon-olulu and Yokohama. Queenstown-Arrived July 33-Waesiand, for Liverpool, from Philadelphia; Majes-

Rotterdam - Arrived - Pottsdam, from New York. Glasgow-Arrived-Anchoria, from New York. Liverpool - Arrived - Waesland, from

Southampton-Arrived-St. Louis, from New York.
New York-Arrived-Teutonic, from

The Duke's Visit to Montreal. MONTREAL, July 24.—Great preparavisit of the Duke and Duchess of Corn-wall and York. It is expected that the royal party will arrive in Montreal about September 17 by rail from Quebec, the steamship Ophir being too deep to ascend the river beyond Quebec. A civic address will be presented as the royal party reaches the Viger Gardens, after which it will proceed to the home of Lord Strathand Mount Royal, in Dorchester t, the home of the royal party during their stay. In the evening a recep-tion will be tendered at the city build-ings. On the morning of the following day the party will proceed to McGill University, where the degree of LL. D. will be conferred upon his royal highness. The ceremonies on this occasion will be of a afternoon the party will have an opportunity of shooting the famous Lachine rapids, visiting Victoria Bridge, and perhaps one or two of the most interesting convents. There will be a military turn-out and fireworks on the mountain back of

the city and in the harbor. Change in Leaving Time. The O. R. & N. Co.'s steamer T. J. Pot-er will leave Ash-street dock Saturday, July 27, at 1:15 P. M., instead of 1:45 P.

## FEATURES FOR CARNIVAL

MANY PRIZES OFFERED FOR MILL. TARY COMPETITION.

Athletic Programme Includes Field Meet, Football by Electric Light and Other Events.

The Portland Carnival this Fall will ave features never before seen here. The various programmes submitted to the executive committee for approval are be-wildering in their magnitude and novelty. At the meeting last evening the events for military week and a synopsis of athletic attractions were submitted. The transportation companies have made concessions more liberal than ever before, as round-trip tickets good for a whole week may be had for 1 1-3 the regular fare. Heretofore round-trip tick-ets to such fetes have been good for only

two or three days. A leading feature of the Carnival will be the military maneuvers. This will be one of the greatest military tournaments ever seen on the Pacific Coast, and will be open to all comers from this district. The Military Board of General Arrange. ment to co-operate with the Carnival As sociation will be: Adjutant-General C. U. Gantenbeln; Lleutenant-Colonel R. G. Jubliz, Third Regiment, O. N. G.; Captain

Wednesday, September 25. Steamers in Distress.

PORT TOWNSEND, July 24.—Report comes by the Nome City that the British steamship Buckingham is in trouble at St. Michaels, baving been jammed in the ice but the extent of damners was not. each, with the necessary equipment of men properly to execute movements Batteries should not enter with less that 40 commissioned and non-commissione officers and men. They will give a full exhibition of flying field artillery movements, in accordance with the United States regulations. The first prize will be \$125; second, \$75.

Thursday, September 26. An exhibition of a regiment pitching and breaking camp, with not less than six companies. The regiments will come on the field in heavy marching order with equipments for field service. The will be expected to pitch and break camp going through all evolutions in conform ity with the United States regulations after which they will hold dress parade and pass in review. First prize, \$125; sec-ond, \$65; third, \$25.

Friday, September 27. Drill by battalions, each to consist of three companies, of three commissioned officers, a right and left guide and 32 men, with file-closers, and to drill with not less than three companies as above organized, Companies outside of the Third Regiment will be permitted to formulate a battalion of their own and select commanding officers. First prize, \$125; second, \$75; third,

Saturday, September 28. Competitive drill between companies from all parts of the Pacific Coast, each to consist, when entered, of three com-missioned officers, right and left guide, 32 men and file-closers. First prize, \$150; second, \$100; third, \$75.

Monday, September 30.

An exhibition cavalry or troop drill and competition between troops of the North-west. At least two troops of three commissioned officers, right and left guides 22 men and the necessary file-closer, must enter. First prize, \$175; second, \$75 Tuesday, October 1.

of the Naval Reserve. First prize, \$50; second, \$25. Squad drill of infantry, with at least eight men and non-commissioned officers to command. First prize, \$25; second, \$15. The third exhibition will be for individ-

Naval exhibition drill between sections

all comers. First prize, \$40; second, \$20; third, \$10. committee will make rules and The regulations governing all entries, as well as recommendations to the Carnival committee as regards the Board of Judges and the Board of Appeals. The decision of the Board of Appeals will be final. This statement is, of course, subject to change Neah Bay-Passed in July 23-Steamer Board of Appeals will be final. This Santa Ana, from Nome.

St. Michaels—In port July 7-Steamer by the general military committee, ap-

> All prizes will be cash. Each entry must be made at a specified date. The Carniyal committee will enter into nego-tiations and co-operate as far as possible in regard to transportation and subsist-Prompt replies and active work are necessary to carry this matter The committee feels successful issue. The committee feels ever given in the Northwest or the Pa Prizes may be offered for scaling walls or obstructions by companies, and on racing in heavy marching order a distance of 100 vards.

Week of Sports.

Athletic field meet-Open to all amateur clubs of the Pacific Coast. Teams from San Francisco, Puget Sound, the Oregon State University and the Multnomah Amateur Athletic Club will compete. The programme will be restricted to the fastest and most interesting field events-pole-vault, 190-, 220- and 440-yard dashes, hurdles, etc.

Football-Game by electric light on the field between elevens of the M. A. A. C. and State University Wrestling-A tournament between local wrestlers of the M. A. A. C., and special

championship matches in the feather-weight, lightweight and middle-weight Basket-ball-Game between teams of the Turn Verein and Y. M.

General athletic night-Tumbling, bar work and difficult feats, juggling, comic acrobatic work, tennis match, boxing, club-swinging. Children's exhibition-Drill of hundreds of children by calcium lights, under di-rection of Professor Robert Krohn.

WILL HOLD PRAYER MEETING Epworth League Rally Abandoned

on Account of Dr. Gue's Death.

Owing to the death of Rev. George W. Gue, D. D., paster of Centenary Methodist Church, the Epworth League rally, which was announced to take place in this church this evening, will not be held. The general committee of arrangements, W. R. Insley, E. P. Northrup, Dr. T. C. Humphrey, J. L. Wells and J. B. Easter, decided yesterday that this was the best ourse to take under the circumstance Instead of the rally, a general prayer meeting will be held, which will be led by Rev. Henry Rasmus, D. D., of Chicago, and the meeting will partake of the nature of a memorial prayer service. It is expected that the arrangements of the pastor's funeral can be announced at this service.

Important Work Cut Out. The Chaton Kelly Sub-Board, which meets in the hall on East Twenty-sixth and Powell streets, will work to secure free mail delivery for that portion of the city; also to get Powell street re-paired, East Twenty-sixth street improved from Hawthorne avenue to Oatman avenue; will ask the School Board to improve the Clinton Kelly school grounds, and will also co-operate with the other sub-boards for roads and general improvements. At the meeting held Tues-day evening, W. W. Bretherton presiding constitution and by-laws were adopted and officers will be elected next Tuesday evening, when a large attendance is ex

T. A. Wood said in an earnest address that the board should take up work from the start. The Woodstock Board is the start. The Woodstock Board is trying to get roads opened, and needs the aid of outside boards. He said that Powell street is in an outrageous condition, and some effort should be put forth to

get it repaired. W. W. Bretherton told what he had done toward getting free mail delivery, and had failed. He said that mail is being delivered at Se and Sunnyside, both of which are further out than Waverly and Richmond. He said that if the whole community would make a demand for free delivery he had good reason to believe that it could be

A. L. Barbour called attention to the condition of the ground surrounding the Clinton Kelly schoolhouse, which, he sa'd, was almost a disgrace to the neighborhood. It should be improved and seeded and made attractive. He also said that there should be a sidewalk on Powell street. During the rainy season water pours along the side of the street where the children are compelled to walk, and they arrive at school with wet feet. If was decided to take up these and other matters as soon as officers are elected and committees appointed.

East Side Notes.

F. G. Broetje, of Mount Tabor, has let the contract for the erection of a new greenhouse. He already has three greenhouses at his place.

Captain J. A. Gardner, who was injured in a bicycle accident on Burnside bridge, is still at St. Vincent's Hospital, but is

reported improving.
Otto Klingbell, who lived at 307 East Sixth street, South, died Tuesday, He was a policeman of the city several years ago. Recently he had been engaged in magnetic healing. The funeral will be held today, from his late residence.

# UNDISCOVERABLE LAND.

City Officials Weary With Wrestling Over a Two-Foot Strip.

The Council and city officials have wearled of considering the conundrum as to what has become of a surplus twofoot strip of land which existed in a block on the eastern boundary of Albina where East Seventh street now runs. This street, which is the dividing line be-tween Albina and Irvington was improved some time ago, and one of the property owners on the Albina side of it refused to pay his assessment, alleging that there was a strip of two feet between his lot line and the street, though there was nothing to show that there was any such a strip there.

There was once an unknown two-foot strip in the block, and as no one can find where it is, it was held that it must be between the last lot and the street. The city engineer had the ground surveyed, but could find no trace of the strip, and to satisfy the owner of the end lot, the ground was surveyed again. It was decided that the lot about which all the trouble arose, was up to the street line, and the engineer so reported. The judiciary committee recommended that this report be placed on file, and that the assessment for the improvement be

collected as provided by law.

It is now up to the owner of the lot to prove that there is a two-fot strip be-tween his property and the street. If he does not wish to undertake this job, he can just put his lot up to the street line as it is in the plat, and let the two-foot strip go somewhere else and take care of itself. It is just as likely to be on one side of the block as the other, and like Captain Kidd's buried treasure when about to be dismissed.

### PERSONAL MENTION.

Miss C. E. Warren, a teacher of the Astoria High School, is visiting friends

in Portland. J. O. Blichfeldt, of Grand Forks, North Dakota, is in this city on a visit, and like all strangers, is most delighted with our Summer weather.

Mr. and Mrs. C. H. Jasper, of Newton, In., are in this city, on a visit to their uncle and aunt, Mr. and Mrs. H. Jasper, 294 Thirteenth street.
Rev. Austin Rice, pastor of the Congregational Church at Walla Walla, Wash., will spend his vacation at Forest Grove. His wife is with him. Mr.

Rice was a former pastor at that place. There were visitors present from 12 Eastern states yesterday in the Oregon Historical Society rooms, City Hall. All expressed themselves as greatly charmed with the weather. Two women from Chi-cago characterized Portland as being the most beautiful" as well "as comfortable

city they had seen, and they had trav

eled extensively up and down the Coast. Roscoe F. Oakes, traveling man for Neustadter Bros., whose leg was b by being thrown from his horse, in Idaho, six weeks ago, is rapidly convalesc-He has been getting around town for three weeks on crutches, chumming with all the lame people he met, and will be able to start out on his wanderings up and down the earth in about two weeks. Hereafter he will eschew pad saddles and will try a pack saddle if a regular Mexican one is not at hand,

NEW YORK, July 24.—Dr. and Mrs. J. D. Fenton, of Portland, who have been away from home over a month, called today at the Eastern office of Oregonian. In spite of the heat are both enjoying the best of health The doctor has been visiting the hospitals of Chicago and New York, and also the Johns Hopkins Hospital, in They sail today Baltimore. steamer Oceanic for an extended trip in Europe. While there the doctor will spend most of his time in the hospitals in Berlin and Vienna; he will also visit Koches Clinic in Switzerland and Bassinis in Padua. They expect to be gone about four months.

QUEENSTOWN, July 24.—The White Star line steamer Majectic, from New York July 17, for Liverpool, arrived here at 7:55 o'clock this morning. The Vanderbilt party was transferred by a special tender to the steam yacht Valliant, which is anchored in the harbor. Alongside the Valliant lies Howard Gould's yacht Niagara, which arrived here last night. Mr. and Mrs. Gould have been visiting the Marquis of Ormonde at Kilkenny Castle. They were accompanied by an architect, who took the dimensions and made plans of the castle, with a view to the con of a similar mansion in the United States.

NEW YORK July 24.-Northwestern eople registered at New York hotels topeople registere day as folows: From Portland-T. R. Hirsch, at the Savoy; R. C. Baker, at the Albert. From North Yakima-J. H. Dills and wife, at the Albert. From Port Angeles-J. Cain, at the As-

From Seattle-G. D. Phillips. J. M. Phillips, at the Broadway Central; D. M. Frazier and wife, at the Grand Union; A. P. Sawyer, at the Navarre,

VICTORIA, B. €., July 24.—The steam-er Riojun Maru which arrived this morning had among her passengers Lorenzo, Prince of La Presse, Montreal, who left there May 20 on a race around the world. He leaves tonight for Vancouver, en route

Is It Hot?

Not yet; but the weather man says next week will he a scorcher, all the same Kansas, Now, don't wait for it; you don't have to, for a six hours' trip on the O. R. & N. Co.'s steamer T. J. Potter will O. R. & N. Co. S steamer I. J. Potter will land you on the ocean beach, where an uncomfortable temperature is unknown. The Potter will leave every day this week at 3 A. M., from Ash-street dock, except on Saturday, when she will depart promptly at 1:15 P. M. Ticket office Third and Washington.

## BUSINESS ITEMS.

If Baby Is Cutting Teeth, Be sure and use that old and well-tried remedy. Mrs. Winslow's Sosihing Syrup, for children teething. It soothes the child, softens the gums allays all pain, cures wind colle and diarrhoea

#### SUFFOCATED BY SMOKE

OCCUPANT OF A LODGING-HOUSE MEETS DEATH.

Two Fires in a Second-Hand Store on Burnside Street in One Day-Other Lodgers Escaped,

In the second of two fires which broke out yesterday at E. Wolf's second-hand store, 231 Burnside street, Fritz Pfluger, 28 years old, who was asleep in a room above the blazing store, was suffocated. The fire is supposed to have been of in-cendiary origin. The loss to property is about \$1000. Wolf carries \$500 insurance. Wolf's store is under the Burnside lodging-house, which is conducted by John McEntee and where there is ac-commodation for 75 roomers. The first biaze took place at 7 o'clock, when Mrs. Wolf, according to a story she told to an Oregonian reporter, accidentally dropped the lighted lamp she was carry-She was standing on a chair, trying light a gasoline hanging lamp above when she lost her balance, fell off the chair, and the flame from the lamp she dropped set some goods on fire. Spe-cial Watchman Roberts-noticed the blaze from the street, and with the assistance of several buckets of water the fire was extinguished. Ten minutes afterward Mrs. Wolf locked up the store, as her husband had previously left as soon as supper was over, to spend the evening ociably in several near-by saloons. Usually, Mrs. Wolf says, her two sons sleep in a room at the rear of the store, but last night they went to a gymnasium and were not home when the second fire

It was 10:45 when Policemen Gibson and Balley noticed that Wolf's store was again on fire, and they turned in an alarm from box 141. At this point two of the lodgers say they saw two men acting suspiciously at the rear part of the store. Mrs. Wolf was upstairs sleeping at the time, with five of her children. When the firemen arrived, the store was ablaze, and the lodgers upstairs, most of whom were asleep, surriedly dressed themselves. Mrs. Wolf got all the children out safely. By this time the upstairs rooms began to be filled with smoke, but after a good deal of hard work the firemen were able to confine the fire to the burning store, and the blaze was extinguished in about

When the blaze was extinguished the firemen and police went to the rooms up-stairs, and after a hasty examination thought that all the lodgers had escaped. But one room, No. 11, occupied by Fritz Pfluger, was observed to be locked. This room is directly above Wolf's store. There is now window in this room, and in the northern wall is a glass door, which leads into a room occupied by a man named The latter had escaped all Robinson. McEntee, the proprietor of the lodging-house, became alarmed, and he sent for Special Officer Hoare. latter's assistance, and that of John Francis and Charles Roberts, the door was broken open, as the door was locked on the inside. Poor Pfluger was found dead in bed, smothered in his sleep. The room was full of smoke at the time. Dr. Buck was sent for, as the police hoped that there might be some life remaining, but Dr. Buck said that the man had been dead for some little time.

Pfluger was employed as a blacksmirh at Frank Lang's shop, Second and Salmon streets, and had roomed with McEntee for about one year. He was unmarried, He was a tall, powerfully built man. The

body was taken to the morgue.

Policemen Gibson and Bailey were ordered to take Wolf and his wife to the police station, where the Wolfs were subected to a long and searching examina-tion by Police Captain Moore. Mrs. Wolf told her story substantially as she had previously told the reporter. Wolf said:
"I was away all the time, I did not know that the fire had started until I arrived home. I was walking about visiting saloons where they have free music. I am a peddler, and work on the road all My wife manages the store.

# WILL BUILD TO REPUBLIC.

President Hill Says the Great Northern Will Get There.

SPOKANE, July 24.-President James J. Hill, of the Great Northern Railway, arrived here at 1 P. M. today, stayed an hour, and started East. Mr. Hill said he was looking over the road, adding: "But I'm getting sidetracked now. The young people are able to run the road pretty well without me." He denied current rumors that his company will not build into Republic, saying: "We may be pretty slow, but we will get there,'

## THURSTON HEAD ATTORNEY.

Law Departments of Union and Southern Pacific to Be Combined. SAN FRANCISCO, July 24.-The Call says that local railroad men have received private information from New York that reorganization of the staff of attorney of the Southern Pacific is to take place in the near future. The law departments of the Union Pacific and the Southern Pacific will be combined, it is said, with ex-United States Senator John M. Thurston as chief counsel. Associated with Thurston, it is stated, will be Jefferson Chandler, of Washington, D. C. Chandler and Thurston have offices together in Washington, and will open offices in New York, from which they will take care of the legal interests of the Harriman railway syndicate. The Call also says that E. P. Vining, general manager of the Market

### Street Railway system, is to be retired. PRESIDENT HILL IN A HURRY. Leaves for St. Paul, and Will Make

No Unnecessary Stops. SEATTLE, July 24.-President J. J Hill, of the Great Northern, left here for St. Paul late Tuesday night, accompanied Gaspard Farrar and his son, James N Hill, first vice-president of the Great Northern, Mr. Hill was summoned to St. Paul by a dispatch. The president's special train will make

no unnecessary stops between this city and St. Paul. It was expected that Mr. Hill



# Sickly People who have no appe-

tite and always teel tired, irritable and nervous, need a few doses

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the stomach. strengthen and invigorate the Liver and Kidneys, and induce sound sleep.

taken faithfully, it will cure Dyspepsia, Indigestion, Constigation, Billousness, and Flatulency. Don't fall to try it.

The genuine must have Our Private Die Stamp over the neck of the bottle.

would spend a day at Everett viewing the terminals there, but his plans were changed at the last moment.

Newspaper Men's Excursion. GRANFFE CANYON, Wyo., July 24.-

The Union Pacific newspaper excursion which arrived in Cheyenne at an early hour this morning, left at 8 o'clock for the West. An observation car had been pro-West. An observation car had been pro-vided, and every opportunity was given the newspaper men to see the nature o the country.

The first stop was at Buford, 27 miles west of Cheyenne, where the first of the important changes in the line of the road

were seen. A huge steam shovel, lifting three cubic yards of disintegrated granite at a time, and loading a car in eight min utes, was viewed with interest. The work done on the line between this point and Rawlins makes a saving in distance of 19 miles, and reduces the grade from 75 to 43 feet per mile. At Dale Creek, near Tie Siding, a stop was made, and the mense fill, 120 feet high and 900 feet long, was inspected, as was the work of dis mantling the steel bridge on the old This bridge was 650 feet long and 125 feet high. Short stops were made at Laramie and Medicine Bow, and the train reached Rawlins at sundown, where it was elde-tracked for the night.

Place for E. St. John. CHICAGO, July 24 .- The Record-Herald

omorrow will say: "It is reported that E. St. John, who recently resigned the office of general manager of the Seaboard Air Line, and who was formerly general manager o the Rock Island system, will be appointed general traffic manager of either the Morgan-Hill system of roads-Burlington Great Northern and Northern Pacific-or of the Southwestern group, the Gould lines and their allies. Mr. St. John has arrived in Chicago, and is said to have onferred with executive officers of sev eral of the big Western roads regarding the office. The piace which rumor says Mr. St. John will occupy is similar to that now occupied by J. C. Stubbs for the Union and Southern Pacific com-

#### Half a Milion for Enlargement.

NEW YORK, July 24.-The American Locomotive Company has appropriated the sum of \$500,000 for the purpose of enlarging its plant at Schenectady, N. Y. It is stated that the capacity of this plant will be increased from 425 to 1000 locomo tives yearly. The idea is to make this plant the central one, and it will be developed to the greatest extent, although other plants are to be greatly improved and enlarged.

#### Railroad Notes.

For the 11 months preceding June 1 gross earnings of the Southern Pacific have been reported at \$72,188,000, as against \$62,985,000 in 1900, and net earnings at \$24,690,000, as compared with \$20,270,000, the increase in the former being \$9,253,000 and in the latter \$4,429,000.

The desired extension in time on excur sion tickets from all parts of the country to the Episcopal convention to be held at San Francisco on October 2 has been granted by the Transcontinental Passenthat the tickets be good up to November

Earnings of \$47,124,000 in the last year an increase of \$4,241,000 over the previous year, indicate that the Baltimore & Ohlo is a good property to own. Baltimore & Ohio proper carned about \$40,500,000 gross, against \$36,000,000 last year, \$26,000,000 in 1832 and \$20,000,000 in 1838. Net earnings for the system last year were \$16,016,044, an increase of \$1,061,152.

From statements published in Wall street, it appears that the annual report of the Pacific Coast Company will show a small decrease in gross and net earn-ings in comparison with 1900, but, notwithstanding this fact, the year may be described fairly as a good one. The par-tial subsidence of the Klondike excite-ment has been reflected in diminished steamship earnings.

## THE GHOST

Of our boyhood resolved itself to an old tree when we had courage to examine it. Manhood has its ghosts, which, to the man who has courage to confront them, prove to be as harmless as the ghosts of



ghost of lung disease. But experience shows this ghost to be very harmless. cases almost innumerable "weak" lungs have been made strong, obstinate coughs stopped, and bronchial affections cured by the use of Dr. Pierce's Golden Medical

which

a great many

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Discovery. And these cures have been wrought in many cases after the doctor had said-"There is no help for you." Don't give in to the superstition of a past age. Give the "Golden Medical Discovery" a fair and faithful trial. It always helps. It almost always cures.

"When I commenced taking your medicine eighteen months ago, my health was completely broken down," writes Mrs. Cora L. Sunderland of Chaneyville, Calvert Co., Md. "At times of Chaneyville, Calvert Co., Md. "At times I could not even walk across the seom without pains in my chest. The doctor who attended me mid I had lung trouble, and that I would never be well again. At last I concluded to try Dr. Pierce's medicines. I bought a bottle of 'Golden Medicial Discovery' took it, and soon commenced to feel a little better; then you directed me to take both the 'Golden Medicial Discovery' and the 'Favorite Prescription,' which I did. Altogether I have taken eighteen bottles of 'Golden Medicial Discovery,' twelve of the 'Favorite Prescription,' and five vials of 'Pellets.' I am now almost entirely well, and do all my work without any pain whatever, and can ram with more ease than I could formerly well." Dr. Pierce's Medical Adviser in paper

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falo, N. Y.



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as it has this "doubling Thomas":

Sam Francisco, Cal., Dec. 1, %.

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