FOUR DAYS IN PORTLAND

STEAMSHIP INDRAVELLI RECEIVES RECORD-BREAKING DISPATCH.

Heavy Inward and Fair Outward Cargo Handled in Fast Time-Many River Craft in Trouble.

The quickest dispatch ever given a big Oriental liner at this or any other port on the Pacific Coast was that received by the Portland & Asiatic Company's ship Indravelli on her present trip to this port. The steamship reached Portland at 9 o'clock last Friday evening with 6000 tons of cargo on board, includ-ed in which was over 12,000 chests of newcrop tea. As the liner had been delayed by way business in the Orient, a special effort was made to get her cargo out and started on its journey eastward. A double gang of stevedores and longshoremen was put to work Saturday morning, and continued working all day Sunday. Discharging was faished early Monday morning, and as soon as everything was out the work of reloading commenced. The Indravelli has a carrying capacity of 8000 tons dead weight, and has a record of over 10,000 tons, weight and measurement, and as this is the dull season of the year, she is not loaded to her capacity. She has something over 4000 tons on board and will go down the river at 3 o'clock this morning, after a stay in port of four

days and six hours.

The Indravelli, on her present inward trip, handled a very heavy local business between Hong Kong and Japanese ports, and was several days late in arriving. She has received such remarkable dispatch, however, that she will go out but two days behind her schedule time. The reports of the stagnation in the flour trade which have been drifting in from the Orient are confirmed by the remarkably light flour shipment on board the steamer, there being only about 5000 barrels on board. She has a big shipment of cotton for Kobe, and a lot of beer for Hong Kong. There is over 500,000 feet of lumber for Hong Kong. The remainder of the cargo is made up of provisions, groceries, butter, cheese, crackers and a lot of paper for Shanghal.

EPIDEMIC OF DISASTERS.

Steamer Bailey Gatzert the Latest Victim of an Accident.

epidemic of disaster seems to sweeping over the river craft just at present, and with some of them the ac-cidents are exceptionally aggravating on ecount of the heavy tourist travel which unkind fate is the steamer Bailey Gatzert, which returned to her dock an hour after leaving yesterday morning and discharged over 200 disappointed excursion ists who had started for The Dalles. Her pitman strap broke just below St. Johns, and the steamer will be unable to resume her regular trips before Friday. The Oregon City Transportation Company's steam. cr Leona, which was gathering in tour-ists shekels on the Oregon City route, has not yet received a new shaft to replace the one broken about a week ago, and yesterday the Pomona, of the same line, made too quick a jump over Five Island bar, near Fairfield, and broke a hog chain. She will be ready for busi-ness again tomorrow, and the Leona is was aground for several hours on Five Island Bar; Albany aground for nearly a

BIG BARGE BUSINESS.

Oregon Round Lumber Company Will Add to Its Fleet.

The Oregon Round Lumber Company has Columbia and Defender that it is making arrangements for the construction of a new barge of greater carrying capacity has a contract for the delivery of 1500 yards of grave! and 1600 yards of sand at Fort Stevens, and 500 yards of gravel and 500 yards of sand at Fort Columbia, After discharging their cargoes of sand and gravel the barges come up the river to the Cowlitz and Clatskanic and load piling for Portland for reshipment to Cali-The gravel is secured from the bed of the Willamette, near Ross Island, and the sand from the mouth of the Sandy River. It is for use on the Governent work at the mouth of the river, and is of superior quality.

LIGHT-DRAFT STEAMBOATING.

Willamette River Boats Experience Some Difficulty in Spots.

The water in the Willamette River is very low on the upper reaches just at present, and steamboat navigation is con-ducted with difficulty. A passenger com-ing down on the steamer Pomona tells an amusing story of the methods employed in finding the best channel. While coming over a bar near Fairfield the boat came almost to a dead stop. Captain Spong then left the wheel in charge of the pilot, and, pulling on his gum boots, waded out ahead of the boat, sounding with a stick as he went. After finding the best water he beckoned to the pilot and the boat would slowly follow her master. In this way Captian Spong succeeded in leading his craft over the bar into deeper water below. The Pomona ran all Summer last year and Captain Spong expects to keep her moving through the present low-water geason, if it becomes necessary to lift her over with jackscrews where she will not

Contract for Transcontinental Liner. lin, of the Hamburg-American line, has signed a contract with Harland & Wolff," says the Daily Express, "for the con-struction of a 21,000-ton transatiantic liner. Although larger than the Deutscland, the new steamer will not be so fast. He has also entered into a certain arrangement with certain British shipping companies with regard to the sibly toward shutting out America."

No News of the Charles D. Lane. SEATTLE, July 30.—The steamer Buck-ingham arrived today from St. Michael, but heard nothing of the overdue Nome steamer Charles D. Lane. The Lane left Nome July 12 with 30 passengers and having in tow the little schooner Vega.

The Buckingham sailed from St. Michael

Banks to Be Consolidated. NEW YORK, July 30.—Formal an-nouncement was made today that the National Bank of the Republic is to be merged with the First National, and that after August 10 checks drawn upon the former will be paid by the First National.

Domestic and Foreign Ports.

ASTORIA, July 30.—Left up at 11:10 A. M.—British steamship Adato. Salled at 12 noon—German ship Nai, for Queenstown or Falmouth for orders. Sailed at 4 P. M.—Schooner Melancthon, for San Fran-cisco. Condition of the bar at 5 P. M., smooth; wind, north; weather, clear

San Francisco, July 30.—Arrived—Bark Highland- Light, from Puget Sound; schooner San Buena Ventura, from Gray's Harbor; schooner Defiance, from Gray's Harbor; schooner Gotama, from Coos Bay; schooner North Bend, from Willans por; bark Levi G. Burgess, from Ta-

Victoria; schooner Webfoot, for Coos Bay. New York, July 30.—Sailed-Wilhelm der Grosse, for Bremen, via Cherbourg and

Auckland, July 28 .- Arrived-Sierra, from San Francisco; arrived previously-Venturo, from San Francisco, Moville, July 30.—Arrived—Corinthian,

for Montreal from Liverpool, Bologne, July 30.—Arrived—Maasdam Bologne, July from New York. Liverpool-Sailed-Lake Champlain, for Plymouth, July 30.-Sailed-Pretoria, for

San Pedro, July 30-Arrived-Steamer from Fairhaven, Sailed-Dispatch, Schooner Roy Somers, for Willapa Har-

Port Townsend, July 30 .- Arrived-Steamer Cottage City, from Alaska. Sailed out-ward-Schooner Fred J. Wood, for Valparatso Tacoma-Arrived July 29-Steamer South

Portland, from Scattle, Hamburg-Arrived July 29.—German ship Brunshausen, from Oregon. Havre—Arrived July 29—British ship County of Linlithgow, from Oregon. Dover-Passed July 28-German ship Tar-penbek, from Hamburg for Astoria, Or. Kinsale, July 20.—Passed — Georgiana, from New York, for Liverpool. Moville, July 30. — Arrived.—Furnessia,

from New York, for Glasgow and pro-Queenstown, July 30 .- Arrived-Noordland, from Philadelphia for Liverpoot; New York, for Liverpool and proceeded. Cherbourg, July 30.—Arrived—Patricia, from New York, for Hamburg and proceeded.

New York, July 30. - Arrived-Werra from Genoa, Naples and Gibraltar.

WORTH LARGE SUMS.

Old Pieces of China Scattered Around the Country.

Old china has a value far beyond its intrinsic worth, says the New York Press. Sometimes its possessors are ignorant of what their treasured bits are really worth. The story of how Dresden ware was made first in Europe is interesting. Egg shells and sea shells ground up and buried for a hundred years was the recipe the Chinese gave two centuries ago for making porcelain. It was a trade secret which the Chinese were clever enough to keep to themselves for a thousand years, and if it had not been for an enterprising young German named Bottcher it would probably be sealed yet.

Bottcher was an apothecary's apprentice n a small Prussian town. His ambitious experiments with chemicals caused his townspeople to declare him a wizard, so he ran away to Dresden, where the King set him to work to try to make gold. Soon afterward a rich Dresden ironmaster named Schnoor, in riding across his land was bogged in a bed of white clay. Thinking it might do for hair powder, he took some of the stuff home and dried it and sent it to the King. The King handed it over to his new chemist, who burnt so and then found to his amazement that the stuff was real kaolin, or china clay.

When the King saw the value of the discovery he shut up Bottcher in the fort-ress of Koulgstein to continue his experiments. The clay was carried to him in barrels under the royal seal, the workmen sworn to secrecy, and a notice hung in every room: "Be secret unto death." Four years later, in 1719, a workman named Stohzel escaped to Vienna and

started a china factory there, and from that town the secret was carried to Eng-Eurly specimens of this Dresden china ness again temorrow, and the Leona is expected to report for duty Friday.

Other river craft in trouble within the past few days were the Eugene, which were sold at the same time to the Mar

Island Bar: Albany aground for nearly a dule of Bath for \$1155. Genuine Dresden work can easily be told by the "hall was obliged to take a brief lay-off for mark" it bears of a couple of crossed was obliged to take a brief lay-off for repairs, on account of a break in her clectoral swords.

The prices mentioned are nothing compared with those paid for good English porcelain made at Chelsea. A set of seven vases sold for 15,000, A desert-service, specially made for the Duke of Mecklenburg in 1252 coat 5000 at the for Mocklenburg in 1783, cost \$6000 at the fac-tory. If any of it is still in existence it will be chean at \$1000 a plate. There is a good deal of old Chelsea china in privat hands. Owing to the fact that the making of it ceased in 1765, it is worth more than

> regular Chelsea mark, an anchor in red or gold. Stratford, England, once had a famous china factory. Bow china, as it is called, is second only to Chelsea in value. There is a painted bowl of Bow china in British Museum worth over \$1000. A single triangle, or sometimes two triangles in a circle, is the usual mark of Bow chins But some specimens have no marks un-derneath, but have instead a bee modeled or painted on some part of the upper surface. These are specially valuable. Another way of telling both Cheisea and

Bow china is by its exquisite whiteness. The letter D crossed by an anchor on any old cup or saucer is the mark on the ware turned out by another long-extinct factory, the Chelsea Derby. Dr. Johnson says of the china-produced in 1777 that "it was beautiful, and dear as solid silver." It would be gold today.

The most important china works in England today are those in Worcester Specimens of its early output are as valmble as almost any old china in exist-

Early Worcester china-made by Dr. Wall, who founded the works-is, most of it, blue and white, like Chinese ware. It can easily be identified by the heavy, irregular black crescent at the bottom of each piece. All the saucers have this mark, but the cups have sometimes only a tiny letter "b." Worcester of a few years later has an oddly-shaped "W

upon it.

Bits of Worcester china of 1780 and a litte later may be told by a maze-like square. This is always valuable, A dinservice, even though imperfect. fetched \$2300 recently. The mark is al-

LONDON, July 31.—"Herr Albert Bal-lin, of the Hamburg-American line, has bottom of their exquisite plates and say cers; but more often simply the initials "F. B. &B." The painting on this china is some of the finest in existence. plates noticed by a cylclist in a cottage near Pershore, in Worcestershire, realized for their owner, who was unaware

of their value, \$45 apiece,
A shield with "K. B." on the top means that the piece of china which bear t was made by Kerr & Binns, who owned he Worcester works in the middle of the last century. They were specially commissioned once to make a dinner ser-vice for Queen Victoria.

If the crown, with crossed swords unis marked in violet on the bottom of any plate, it is real Crown Derby, of which there is still a good deal in existence. Early specimens are very valuable, some fetching more than four times their weight in gold.

THEIR SMOKES DISTURBED.

Nine People Arrested Charged With Using Oplum.

Policemen Carpenter, Sloan and Kitzmiller raided a Chinese house on Secon street, near Oak, yesterday, and arrested these defendants, charged with being frequenters of an oplum den: Ching Ding John Smith, John Harrington, T. L. Morgan, Charles Brown, Jennie Smith, Gertie Smith, Minnie Williams and Carrie Hun-ter. Two of the women are colored. All the prisoners will have a hearing this afternoon at the Municipal Court.

The latest Swiss engineering scheme plerce the mase of the Thasis at Sta-Croce, near Chiavenna, and so create a tunnel 24 miles in length. The undertaking, which seem Oyster Harbor; steamer Walla Walls, for will take 10 years to complete.

AGREEMENT

(Continued from First Page.)

ing concerning the strike conference, acthority, the following condition is looked upon, late tonight, as being the real staof the case:

It is not a hitch over any clause in the proposition for the settlement submitted by J. P. Morgan, of the United States Steel Corporation, to the Amalgamated Association, that is holding back an early settlement of the strike. The real cause of the trouble is that there are two pro-nounced elements found in the make-up of the executive board of the Amalgamated Association. The conservatives headed by President Shaffer, Secretary Williams, Trustee John Morgan, and and some of the older and more experienced leaders, are understood to look with favor upon the propositions submitted. On their face, it is said, they may not appear to be as complete a vindication for the workers as was hoped for, but the possibilities for extending the influ-ence of the Amalgamated Association through the mills of the corporation are manifold. The more radical element, which is largely made up of the aggressive and younger men, is understood to be anxious to hold out for more favorable terms. The controversy between the members of the board, while calmly conducted, it is understood, was not near an agreement when an adjournment was taken tonight,

It was impossible to gain the slightest inkling of the nature of the propositions that have been made to the workers. They have been so closely locked up in the minds of those interested, that the men are afraid to even speak of strike matters. The determination of the offi-cials to keep silence pending a final determination of the struggle has gone so far that none of the members are found alone at any time after the adjournment. They all openly pronounce the proposi-tions thus far outlined in the press as "guesswork." and declare it would be impossible for any one to give the true statement. A peculiar feature of the situation was the total absence of the officials of the United States Steel Cor-poration from Pitisburg.

A telegram from Youngstown, O., tonight says: "Unless the Amalgamated Association strike is settled within a few days, 1200 furnace workers will go out on a sympathetic strike. The order has been issued by the Federation of Labor. with which the furnace workers are affiliated, and will be put into effect be-fore the week is out. The move is caused by the United States Steel Corporation placing an order with the independent furnaces of the valley for 40,000 tons of

ACTION WILL BE DECISIVE. No Arrangement Exists for Further

New YORK, July 30.—It is learned here oday upon high authority that the action of the executive board of the Amalgamated Association at Pittsburg today when it passes upon the peace proposals agreed upon at the conference here Saturday, will be decisive. There exists no arrangement for further negotiations, and peace or a continuance of the strike hinges upon the vote.

The statement that a group of officials of the companies forming the United States Steel Corporation were to go to Pittsburg for a further discussion with the labor leaders was erroneous. The agreement of Saturday was complete, and its force depends upon its ratification by the Amalgamated Association and the subsidiary companies of the United States Steel Corporation. The latter action is, however, a mere formality. If the Amalgamated executive board approves the basis of settlement the strike will be over; if it disapproves it, the strike will continue in effect, and in the same state that it existed before Messrs. Shaffer and Williams met Messrs. Morgan and

MOLDERS GO BACK TO WORK.

However, Made No Concessions. CHICAGO, July 30.-President Hoyt, of than either of the large ones now in use.

The company is just at present engaged in freighting both ways on the Columbia. It leaves the columbia is seen and the gliding is especially bears. Each piece bears understand moiders employed by it firms belonging the National Founders' Association, has to the association have returned to work without any concessions on the part of the employers. Further, it was reported that there would be a meeting of the executive committee of the fifth district of the Founders' Association tomorrow

afternoon.

President Hoyt said the object in calling this committee together was to get concerted action in filling the places of the strikers who did not return to work. The members are pledged to stand by each other in time of trouble, and this committee will act as an agent in sending men here to fill the shops of the local manufacturers.

Strikers Ready to Go to Work. McKEESPORT, Pa., July 30.-Hundreds of idle men are lounging around the gates of the mills ready to go to work. Morning trains from up and down the Monongahela, where fishing camps abound, brought in hundreds of strikers, who had gone into seclusion when the strike came. Their return strengthens strike came. Their return strengthens the belief that word has been passed that the strike will be ended within 48 The rumor that the Demmler plant had been started yesterday was caused by the management testing some new

Situation Is Serious at Tampa. TAMPA, Fla., July 30 .- The strike situation here tonight is serious. The re-moval of certain anarchistic leaders of the cigar-makers from the city has been pubcly advocated. The irritation among the trikers is such that it is probable that an act of this kind would bring about a conflict. The manufacturers have held frequent conferences today, but have given out nothing.

Strikers May Make Trouble. STEUBENVILLE, O., July 30.-A riotous crowd gathered about the Mingo Junction plant of the National Steel Corpany this morning and was dispersed by the police. Ninety-five Siavish furnace men struck because they were refused an advance of 25 to 40 cents per day. Their places were filled by Italians, and trouble is anticipated

At Homes at Greenwich Observatory,

London Telegraph. Nearly two hundred ladies and gentlemen had an opportunity, through the courtesy of the astronomer royal, of visi-iting the observatory at Greenwich and inspecting the marvels of that wonderful establishment. Formerly the fair sex in-terested in the solar system and their male friends who are not exactly scientific experts were invited to the annual examination by the board of visitors, but as this arrangement was found to interfere with the furtherance of pure science it was discontinued, and Mr. Christie, very gallantly and courteously, now gives one or two "at homes" during the month of June, so that ladies and nonscientific men might not be deprived of a most interesting and pleasant excur-

The Canadian Isolation Policy. The keynote of this new policy which has been adopted for Canada by the Liberal party now in power, says J. D. Whelpley in the August Atlantic, is to maintain, so far as the United States is concerned, the present isolation of Can-ada, and to cultivate claser relations with England and her colonies, and such other countries as may show considerate interest in the products of Canadian industry. The domestic phase of this new policy is to be the active development of

all Canadian transportation routes; the

encouragement of immigration, especially

from the United States, and the development of subsidies of all industries, par-ticularly those which can use Canadian raw material now sent to the United States for treatment

NARROW ESCAPE OF QUEEN Attempt Made to Assassinate the Mother of King Carlos.

NEW YORK, July 31 .- A special dispatch to the Herald from Aix-les-Bains

Maria Pia, Queen Dowager of Portugal, and mother of the present King Carlos, has had a narrow escape from assassination. Her Majesty was taking a course of the baths here, but was so perturbed by the attack upon her that she left Aix hastily for Rome. Details of the attempted assassination are not obtainable at present. The police are said to have a clew. News of the affair is only beginning to spread among the visitors. It is causing a deep sensation, for the Queen Dowager was known personally to a considerable number of people. She was very democratic in her demeanor, chatting freely with her fellow bathers

HE SHOT IN SELF-DEFENSE Constable Slays Criminal Who Attempted to Kill Him.

BOISE, Idaho, July 30.—A special to the Statesman from Weiser, Idaho, says that W. T. Green was shot and instantly killed tonight by Constable Nevins. The shooting occurred at a ranch six miles from town. Nevins had a warrant for Green's arrest and as soon as the Con-stable put in an appearance Green opened fire, but missed. Nevins then shot him

AT THE HOTELS.

THE PORTLAND.

W T Harvey, wife & H A Kinports, N Y son, Louisville Frank W Harvey, do Rev W E Mitchell, do Miss H Hardin, do Miss H Hardin, do Miss H Hardin, do Miss A Glasscock, do Miss B ELoring, do Miss E Loring, do Miss E Loring, do Miss E Loring, do Miss E Loring, do Miss E W Fetter, do Miss T P White, do Geo Law & wt, K C C G Jacobs, Oregon Cy J W Flavelle, Philia J Cohn, San Fran G W Bauer, San Fran G W Bauer, San Fran J P Smith & wife, Livermore, Call J C Dornin, S F C W Stiger, Chicago W M Jones, San Fran W B King W B King W K Sing W K H Steldhouse, San Fran G W Lore, Chicago W M Jones, San Fran E D Goodrich, N Y W H Fieldhouse & wt. Chicago W Lore, San Fran G W Lore, Thill W Rankin, Olympia D F Campbell, Chicago E Rice, Olympia E H Gule, Seattle Mrs R C Collision, Washington, D C Miss Collision, do Geo K Burton, San F C F Welbezahn, Chsp Columbia River Line steamers, Oak-St, dock. The Dalles, THE PORTLAND.

Columbia River Scenery-Regulator Line steamers, Oak-St. dock. The Dalles, Hood River, Cascade Locks and return.

THE PERKINS.

L W Judges, Salt Lk E T Keesling, Indpls
M Johnson, Salt Lake
H W Hickman, North
Yakima, Wash
Miss E Grace Sweeney, Chicago
Mrs G W Engstrom, Peoria
Mrs C V Engstrom, do
Mrs G Hopkins, do
Mrs J H Wood, do
W H Wilson, Dalles
McKinley Mitchell,
Gervals, Or
Mrs G W Phelps, do
C W Minor, Ogden
O'M Tibbs, Chicago
Geo S Porter, Los Ang
J H Mathison, Billings
R C Hazen, Lawrence,
R E Simpson, Princel THE PERKINS.

Master Sweet, Wis
Thos Casesever, Jr.
Waterloo, Ia
R E Simpson, Prinevi
A C Steek, Walia W
J H Wilt, Tacoma
J C Roberts, do
E Dempsey, San Fran
J W Missner, Spokane
P F Leavy, Seattle
Chas A Jones, Washington, D C
Chas F Linger, do
J R Oliver, La Grnd
P Johnson, San Fr
Bert M Dennison, S Fr
Bert M Dennison,

A L Mason. Salem | Com | H L Kelley, do THE IMPERIAL.
C. W. Knowles, Manager.

C. W. Knowles, Manager.

W G Mullarkey, Holland
John Thomas, Duluth
Mrs Gronni, Bolse
Mayme Hudson Cary,
Bolse
Mayme Hudson Cary,
Bolse
Mayme Hudson Cary,
Bolse
Mrs Allison, Mn Home
Mrs Allison, Mon Home
Mrs Masson Towl,
Mrs Masson Towl,
Mrs Masson Towl,
Mrs Masson Towl,
Mrs Gronni, Bolse
Mayme Hudson Cary,
Bolse
Mayme Hudson, Cary,
Bolse
Mayme Hu Mrs O Goodnough, Salem

Mrs C J Allen & child,
Portland
Rev Geo T Ellis, Bake
Mrs Ellis, Baker Clty
W J Furnish, Pendletn
A B Thomson, do
M Meyer, San Fran
A C Dayton, Chicago
Julius L Haas, S F
Jas Steinbach, S F
Miss Alice Brunner,
Albany
Miss Fannie Brunner,
Albany
Miss Fannie Brunner,
Albany

Albany
THE ST.

J E Krous, Rainier
Jas Irvine, San Fran
Miss Mary Johnson, do
J B Loveland,
D B Loveland,
D B Loveland,
D B Loveland,
D B Lewis, Pendieton
C A Quick, Pendieton
E C Fay, Pendieton
E W Robinson, Woodland
I Harry Jewell,
D R E Whittaker, Aberdeen
H E W Robinson, Woodland
I D Lee, Salem
Mrs Lewis, Marshland
Mr & Mrs Klinger,
Hubbard
J D Lee, Salem
Mrs Dewey, Monmouth
W Himman, Butteville
W Homman, Butteville
W Himman, Butteville
W Hold Mrs Cheyenne
E A Cummings, Corvallis
A D Eoff, Macleay
W M Hayes, Kalama
Laura Slayman, Pa
Miss May Thomas, Ind
W Hayes, Kalama
D Eoff, Macleay
W M Hayes, Kalama
Laura Slayman, Pa
Miss May Thomas, Ind
W Hayes, Kalama
A D Eoff, Macleay
W M Conway, city
A L Loveloy, Heppner
C McBeth, Monmouth
J Pierson, Contralia
T T Kemp & ty, HoodR THE ST. CHARLES.

Hotel Brunswick. Senttle. European; hrst-class. Rates, 75c and up. One block from depot. Restaurant next

Tacoma Hotel, Tacoma American plan. Rates, \$3 and up. Donnelly Hotel, Tacoma-European plan. Rates, 50c and up. MORE TEAPOT TEMPEST

ANOTHER SQUABBLE OVER THE UTAH-LOS ANGELES LINE.

Oregon Short Line and the San Pedro Are the Companies at War.

SALT LAKE, Utah, July 30.-The Ore-gon Short Line and the San Pedro Railroads have again become involved in a controversy over a right of way in Lin-coln County, Nevada. The land in ques-tion is known as the Culverwell ranch, and both companies lay claim to this property by right of purchase. News has just reached Salt Lake that

on Sunday the Short Line forces, having completed the road to Calcientes, or Clover Valley Junction, as it was formerly known, decided to push their work south-ward without delay. They had proceeded but a short distance, when they encoun-tered a strong barbed-wire barrier, which and been constructed on the edge of the Cuiverwell property by the San Pedro Company. Three or four watchmen of the latter company were on the ground, and warned the Short Line people against crossing the line. The Short Line force paid no attention to the warning, and proceeded to demolish the barrier, and continued the building of their road to-

wards the coast.

Parley L. Williams, attorney for the
Short Line in this city, when seen today,
said his company was building a railroad, that it had its own survey, and intended to carry the work through. C. O. Whitte-more, attorney for the San Pedro road, did not care to discuss the matter, but intimated that he would have the entire invading force, principals and all, arrested

The Trans-Baikal Railroad.

Consul-General Holloway reports from St. Petersburg, June 22, 1901, as follows: "The Trans-Baikal Railroad, which is a ontinuation of the trans-Siberian route, s completed, and trains are now running between Moscow and Stretensk, on the Amur River. The 'train de luxe,' which s equal in comfort to an American vestibule train, leaves Moscow every Wednesday at 8:35 P. M., reaches Irkutsk at 6:30 P. M. on Thursday of the following week, and leaves there the next morning for Lake Baikal, which passengers cross in the steamer Angara in nine hours, reaching the Mysovala station, on the opposit shore of Lake Balkal, at 6:30 P. M., and arriving at Stretensk at 10:37 on Monday 11 days from Moscow. The first-class fare is 112.90 rubles (\$58.14). The route from Stretensk to Khabarovsk is via the Amus River, and requires a week, the fare being 42.32 rubles (\$21.79). From Khabarovsk the passengers take the Ussurian Railroad to Viadivostock, which requires 32 hours and costs 16.50 rubles (\$8 49). This reduces the time between Moscow and Vladivostock to 19 days. The steamships of the volunteer fleet require six weeks to go from Odessa to Vladivostock, and the passeage costs 500 rubles (\$257 50)."

LOS ANGELES, Cal., July 30.—The di-rectorate of the San Pedro, Los Angeles & Salt Lake Railroad is to be partially reorganized, with a view to having a ma-jority of the directors located in this city. Charles W. Clark, son of Senator W. A Clark, has already resigned from the board, and Perry Heath or Charles B. Leighton, of St. Louis, will follow ault. Ross W. Smith, of this city, has been se-lected to succeed young Clark, and Ferd K. Rule, auditor of the company, will be elected to the other vacancy. To directors in Los Angeles and facilitate directors' meetings and the transaction of executive business.

Gould and Pennsy Get Together. NEW YORK, July 30 .- The Mail and There have been several conferences

Express says: furing the last three weeks between repre-sentatives of the Pennsylvania and Gould interests, which may result in some dis-position of the new Wabash line into Pittsburg and possibly the establishment of a close working agreement between the several systems involved. In this event probably the rival road will not be built. It is assumed that under the arrangement the Missouri Pacific would have a suitable traffic arrangement for using the Pennsylvania system as an

Pike's Penk Rallroad Test.

COLORADO SPRINGS, Colo., July 30 .-With only one man, E. F. McKay, city editor of the Colorado Springs Gazette. on board, a train on the Pike's Peak cog road was turned loose today near the top of the peak to test the automatic brake. A speed of 25 miles an hour was quickly reached, at which the brake worked automatically, and stopped the train. A chester, it is virtually London plarge number of people witnessed the that is being done in Manchester test. These trains are equipped with sev-

Southern Pacific Oil Bonds. NEW YORK, July 30 .- The Mail and

Express says: 'The Southern Pacific Company is about to Issue from \$10,000,000 to \$15,000,000 of new bonds to be used largely for making the change in motive power on the Texas and California lines from coal to oil, for constructing pipe lines to transfer oil, and for oil properties which the company has acquired or is about to acquire, in order to guarantee abundant supplies for years to come."

Railroad Assessment Increased. HELENA, Mont., July 30.-The State Board of Equalization today increased the assessment on the railroads an average of 2½ per cent. The total amount of the increase is almost \$400,000. The uation of the railroad property of the state is \$15,000,000.

Grade Stakes All Set. ST. HELENS, Or., July 30 .- The surveyers have completed the work of setting grade stakes from Scappoose to Mist via Pittsburg, and from Pittsburg to a considerable distance above Vernonia, on Rock Creek. The survey will pass within a mile of newly discovered coal fie

Playgoing in the Provinces. Henry Arthur Jones in Nineteenth Century. The first thing to note in the situation

the great and continued increase of country people who constantly visit London. Not only our leading families, but almost every tradesman goes up to Lon-don every year, for periods varying from some days to some months. This means that English playgoing has become large-ly centralized in London. Our long runs in town are largely supported by the con-stant flux of country visitors. Country people do most of their playgoing in London, and tend to have their tastes and judgments formed by London standards. The plays that obtain sufficient success in London to be sent into the country have been already seen in their best presentment by most of the regular provincial playgoers. And unless a play has some feaures of absorbing interest It is rarely visited in the country by those who have already seen it in London to better advantage, or to what they sup-pose to be better advantage. The large towns, eight or 10 in number. are visited nearly every year by some of the leading London managers-Irving. Tree, Alexander, Hare, the Kendale, the Cyril Maudes, and others. These leading managers take their London productions

and their London performers-at any

erally a little reduction in the salary

These visits of the leading actors are lmost always crowded, and bring a very

list, a little weakening of the London cast, but the performance is not marked

ly inferior to the one given in town.

Harris Trunk Co. for trunks and bags. substantial profit to both London and

in the leading parts. There is gen



THE TRICK.

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local manager. And these few weeks, at most some six or eight in the Autumn are almost the only profitable ones in the whole year for our leading country managers-apart from pantomime and musical comedy. There is perhaps a don success, a popular melodrama, extraordinary farce like "Ch

Aunt. It is not worth while to quibble about words, but these visits of London managers can hardly be counted as the prorincial drama. When the whole scenery of the Lyceum or Her Majesty's are taken to the Theater Royal, chester, it is virtually London playgoing

Thought Himself a Sponge. Mliwaukee Sentinel,

He arrived in Milwaukee yesterday, a tail, angular specimen of the inhabitants from the farms of Northern Wisconsin. Travel-stained and weary, he dropped into a Grand-avenue barber's shop and bathsuse for a real city shave. dulging in this luxury the barber painted such glowing colors the wonder of their bathe establishment that the rural visitor finally decided to go in for it broke him. Attaching himself to an at tendant, he was meekly led into a won-derful room of tiled floors and wall, white enameled bath tubs and all the modern

improvements of plumbing.
While the luxuriousness of it all over came him for a while, his curiosity finally t the better of him and he proceeded to investigate. At the head of the tub was one of those patent cylindrical waste-pipe regulators that empty the tub by pulling up. After giving this a slight pull he settled dreamily back into the soothing water, noticing that the water was slowly diminishing. This in no way disturbed him, and in about an hour the attendant appeared, inquiring if he had had enough. "I guess I have," said he. "I've soaked up about six inches of your gol darned water, and I reckon that'll about do for

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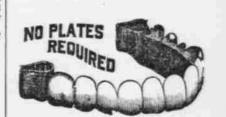
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MISS ROSA MEAHAN OF BUTTE. How After Two Years She Found a Remedy for Dandruff.

Misc Rosa McAhan, of 211 West Quarts street, Butte, Mont., sayz: "Herpicide has thoroughly cleaned my scalp of dandruff, which was entirely covered; and it has stopped my falling heir. I have tried many different preparations in the past two years, but none took effect except Newbro's Herpicide." Dandruff is a germ disease, and Herpicide is an infailible destroyer of the germ. "Destroy the cause, you remove the effect." Kill the dandruff germ. Ask your druggist for Hero cide. It is a delightful dressing; al-lays itching; makes the hair soft as slik.

To keep the skin clean is to wash the excretions from it off; the skin takes care of itself inside, if not blocked outside.

To wash it often and clean, without doing any sort of violence to it, requires a most gentle soap, a soap with no free alkali in it.

Pears', the soap that

clears but not excoriates. All sorts of stores sell it, especially druggists; all sorts of people use it.