

THE NEHALEM COAL BEDS

DESCRIPTION AND HISTORY OF NE-KARNEY MOUNTAIN FIELDS.
Fuel as Good as That From Roslyn or Nanaimo—Will Start Mining September 1.

ASTORIA, July 31.—The Kinney coal fields, on the Nekarney Mountains, are for the first time to be worked systematically by the Nehalem Coal Company, a corporation recently organized in this city. Who first discovered the coal veins is not known, but it was certainly many years ago, as the Hudson's Bay men were aware of their existence, and it was one of the former employees of that company who first located on the lands and started to prospect them. Dr. August C. Kinney, of this city, has long been interested in these properties and has probably done more than any other one man toward prospecting and developing them. From him is learned something of the early history in connection with the work done on them. He says:

"The first time I ever heard of the Nekarney Mountain coal fields was about 35 years ago. I was then living with my father, Robert C. Kinney, in the 'Chester' valley, near what is now called Newberg. One day a stranger came to the house and brought with him a beautiful specimen of coal, which he said came from near the mouth of the Nehalem River. He said there were indications of large quantities of the coal, but the great trouble was in getting it to the market, as at that time no vessels had ever crossed the Nehalem bar, and such a feat was thought to be an impossibility. As a result of my father's talk with the stranger, he investigated the matter and shortly afterwards purchased a half interest in the property from Thomas Dean, a member of the Hudson's Bay Company, who, with a Mr. Clark of Astoria, had taken up the land some time before, under miners' rights, and were prospecting it."

"Considerable work was done by my father and Dean, and a shaft was sunk about 20 feet, but they found no vein of sufficient size to mine profitably and shortly afterwards allowed their rights to lapse. Nothing further was attempted in the way of developing the beds so far as I know until about 10 years ago, when I filed on the properties under the coal land act. I and my associates expended quite an amount of money in prospecting work. We put in open cuts and ran six tunnels at different points, some of them for 50 or 60 feet, and traced the veins fully a mile and a quarter nearer the ocean than the original find. Later my professional duties required me to remove to California for a time, and while I was gone other parties jumped the claim and held it until four years ago, when I and some associates purchased it together with the adjacent property, all of which we have now sold to the new company. I have the utmost faith in the richness of these fields. My investigations have convinced me that there is a sufficient quantity of the coal to mine profitably and the reports of the numerous assessors whom I have had examine the coal show it to be the best for steaming purposes on the Pacific Coast."

The property which has been acquired by the Nehalem Coal Company consists of 525 acres in section 16, township 3 north, range 10 west. It is situated on the north side of the Nehalem River, about a mile and a quarter from the ocean, and two miles from Nehalem Bay. The veins, four of which have been discovered, run parallel with each other at distances of from 40 to 100 feet, and traverse the section from the southwest to the northeast corner. Traces of the veins have been found for five or six miles. They slope toward the north at angles of from 20 to 45 degrees, and are 25 inches, 33 inches, 38 inches and 57 inches in thickness, respectively. At the surface they are disintegrated, but at a depth of about 20 feet become solid and are entirely free from foreign matter. Numerous experts have examined the veins from time to time, and all have made most favorable reports. W. W. Hale, of Portland, visited the mine in 1892, and in his report said:

"There are two distinct veins of coal exposed by short tunnels in the southwest quarter of the section, one of them 25 inches in average thickness, and the other 38 inches. The chances are that these thicknesses may increase as the veins go further under the hill, and also that other veins may be found by further prospecting. The dip is about 45 degrees and the elevation above the sea level between 300 and 400 feet. Compared with other coal now mined on the Pacific Coast, I would say that it is as good as any, not excepting that from Nanaimo, and the analysis shows it to be nearly as good as the famous Rock Springs coal of Wyoming."

Several analyses have been made of the Nekarney Mountain coal. Professor W. G. Jenne, of Portland, reported a specimen taken from the upper portion of the smaller vein as follows: Fixed carbon, 64.71 per cent; combustible gases, 35.08 per cent; moisture, 7.17 per cent; ash, 2.64 per cent.

Dr. Van De Burgh, of Buffalo, N. Y., examined a sample from the lower 33 inch vein and reports as follows: Fixed carbon, 68.79 per cent; combustible gases, 42.75 per cent; moisture, 2.56 per cent; ash, 2.55 per cent.

In comparison with the above the analysis of the coal found at Nanaimo and Roslyn, which are sold in large quantities all over the coast for steaming and fuel purposes, will be of interest. They are as follows:

Nanaimo—Fixed carbon, 66.31 per cent; combustible gases, 32.16 per cent; moisture, 2.88 per cent; ash, 18.55 per cent.

Roslyn—Fixed carbon, 52.06 per cent; combustible gases, 30.71 per cent; moisture, 3.01 per cent; ash, 4.55 per cent.

The question of cheap transportation, always a serious one in connection with the development of any enterprise, is solved here by the location of the mine, which is within less than two miles of deep water. A right of way on an easy grade has already been secured for a railway over that distance. The Wheeler Lumber Company, which is operating large lumber barges between the Nehalem Bay and San Francisco, has offered to transport the coal to Astoria and discharge it in the wharves at \$1 per ton, thus enabling the company to sell its output at \$3 per ton, delivered in this city, and still leave a good margin for profit.

The two men most actively interested in the Nehalem Coal Company are W. J. Cook, of this city, who organized the company, and James Q. Foy, a commission man of Orono who represents the capital behind the enterprise. They are now negotiating for the purchase of machinery, and state that they will begin mining the coal before September 1.

ILLEGITIMATE EXPENDITURE
Mississippi River Money Is Used to Protect Private Lands.

WASHINGTON, July 1.—According to the report of the Mississippi River Commission, \$1,257,659 has been expended on the Mississippi River since 1878. If this represented legitimate expenditure, there would be no complaint, but \$16,117,738 has been spent for levees, not for improving and protecting navigation, not for removing obstructions, but for protecting private lands in Tennessee, Mississippi, Arkansas and Louisiana. This expenditure, by the way, is upon the river below St. Louis to the head of the passes. The mouth of the Mississippi, the Eads project, the various openings through which vessels come, have been cared for under other appropriations.

Every engineer that knows his business and will give an unqualified opinion will say that the levee system, for the greater part, is a useless fraud, and is solely

for the benefit of lands in the four states mentioned. But the power of this particular section of the country is so great that this vast expenditure of nearly \$2,000,000 a year has been made for 20 years on the Mississippi River for the stretch between St. Louis and New Orleans. The Mississippi River Commission asks for \$3,000,000 to be expended on this same stream when the results from the \$1,000,000 already expended do not offer any justification. The levees do not raise the height of the water at the low stage, but they simply afford protection to the lands along the lower Mississippi.

No wonder the people from the arid land districts are clamoring for a part of the river and harbor appropriation for the purpose of irrigating their arid lands, when they see such vast sums expended on the Mississippi River for the sole purpose of protecting Southern planters.

HORSES ACROSS THE PACIFIC

Government Has Sent About 25,000 to Luxon and Needs More.

P. P. Cassels, a veterinary surgeon in the employ of the Government, has just returned from Manila, after taking his fourth cargo of horses across the Pacific. He left Portland on the Kintuck last March with 516 head, and landed them all in good condition on the islands.

"I have now taken 2500 head of horses to Luxon from the Pacific Coast, and have lost but two animals en route," he said yesterday. "One of these was hurt by being pitched head first against a stall post while the vessel was rolling in a squall off Cape Flattery, and the other died of heart disease within a few days of Manila."

Mr. Cassels does not believe in loading or unloading horses by means of a swinging cage, as the animals are likely to be thrown and hurt in this way. Besides this, the horse that is swung aloft in a cage becomes so frightened that he does not get over the scare for a week or 10 days. The proper way, he thinks, is to construct safe gangways and lead the

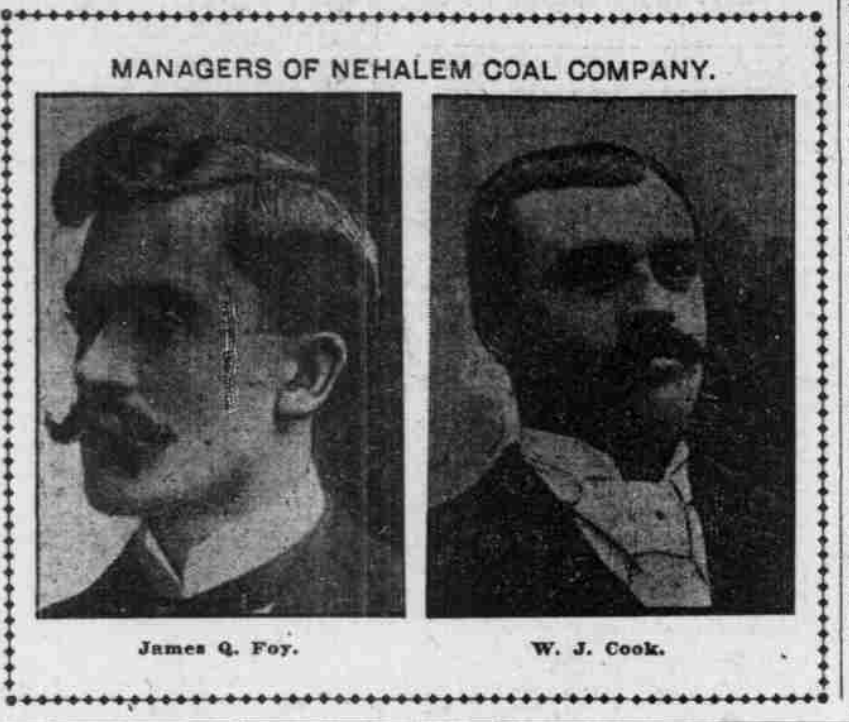
horses quietly on board or ashore. This method is also quicker than the swinging cage, as they unloaded the 516 horses from the Kintuck within three hours.

"The animals do remarkably well on the voyage," Mr. Cassels said, "and beyond the swelling of the feet and lower muscles, no bad effects are seen. They get entirely over their month's confinement within 24 hours after reaching land again."

The regular daily ration of a horse on shipboard consists of 15 pounds of hay and nine pounds of oats, the animal being watered four times. For the first four or five days out they eat but little,

being what is called 'off their feed,' but they soon pick up and become used to their narrow quarters and the rolling of the vessel. We have been in the habit of landing at Honolulu and giving the horses a little rest ashore, but I don't think it pays to do so, as the loss of four or five days is considerable, and the trouble of unloading and loading is not offset by any improvement in the horses, which do not feel at home on a strange shore, and by the time they get acquainted with their new surroundings they have to leave again."

He estimates the number of horses sent to the Philippines thus far at 35,000, but



MANAGERS OF NEHALEM COAL COMPANY.
 James Q. Foy. W. J. Cook.

thinks many more will be needed, as cavalry will be required to do a good deal in the suppression of the rebellion. "Fully one-half the islands are as yet unvisited by the American troops," he said, "and cavalry will be required to do scouting on these. Horses do not last over a year, on an average, over there, so the supply will have to be replenished continually from the States. Most of the horses used in freighting and packing die of overwork, while a form of incurable plandiers has broken out among the cavalry animals."

He does not think the war will be ended for the next 10 years, as a troop of cavalry may be patrolling through the interior of an island already considered pacified, when, "zip, zip," the bullets will be killed by the volley, and the troop dashes off into the brush to charge the assassins, but none can be found. The soldiers may capture Filipinos, but these will declare themselves friendly, saying, "Americanos muy bueno; nosotros soy amigos." "Americans are very good; we are friends." No proof of guilt can be had, and so, after keeping the captives prisoners for a few days, they are turned loose. That is the kind of warfare Americans have to contend with in the Philippines.

"The islands may look like a dead horse on Uncle Sam's hands now," he said, "but in the course of time they will be gone to their pacification. There are quartz mines, placer mines, valuable hard-wood forests and agricultural lands that will produce all that grows in the temperate zone, and there are untold millions of acres of sugar cane and rice fields yet to be put under cultivation. The shore lines abound in fine harbors and the proximity of the archipelago to the equator makes it a most desirable place of commerce of that half of the world." Mr. Cassels is in Portland awaiting orders from the Quartermaster's department, but does not know yet where he will be sent next.

South Australia allows no religious instruction at public schools in ordinary hours.

IS AGAIN HOT IN KANSAS

NO SUCH WEATHER, HOWEVER, AS BEFORE THE DROUTH.
Farmers Are Busy Planting and Re-planting, As If It Were Spring Time.

TOPEKA, Kan., July 31.—Hot weather has again returned to Kansas, but nothing like that before the breaking of the drouth. The temperatures reached as high as 100 in the afternoon, and some prostrations were reported on account of the humidity. In Leavenworth there was one death from the heat. Haines fell last night in numerous districts, and continued until early this morning. As far as can be ascertained tonight, there is not a county in the western and central parts of the state that has not been visited by rain during the week. Farmers seem to have abundant confidence in the remainder of the season. Estimates of the yield of corn have increased until half a crop is not regarded as too large by many. Farmers are busy planting and replanting, as if it were spring time, and the seedhouses are working over time to supply the demands made upon them.

Tornado in Kansas.

TOPEKA, Kan., July 31.—A lively tornado around Kilmor, 10 miles northeast of Topeka, did much damage last night. Several buildings were destroyed, windmills destroyed, and one farmer's buggy was carried through the air 300 yards and landed upside down on a wire fence. Orchards and crops suffered. People in the path of the storm fled to the cellar, and caves and escaped injury. After the wind, two and one-half inches of rain fell.

WANT CHIEF OF POLICE TO GO

Mayor of Pittsfield, However, Will Disappoint a Number of People.

PITTSFIELD, Mass., July 31.—Since the trial of Robert Stewart Fossburgh, on a charge of manslaughter in killing his sister, May L. Fossburgh, a year ago, at his acquittal in the Supreme Court a few days ago, Mayor Russell and members of the City Council have received letters and telegrams from all parts of the country urging the removal of Chief of Police John Nicholson. The following letter, written in New York and mailed in New York, N. Y., caused the Mayor to act:

"His Honor the Mayor of Pittsfield: Sir: It is up to you now to deal promptly with that mountebank and stage hero, Fossburgh's Chief of Police, John Nicholson. Other than thieves, will give you a wide berth hereafter. They will be slow to risk not only their lives, but their means and reputation of the survivors within the limits where the grasp of that opera-bouffe hero seems all powerful. Redeem the good name of your commonwealth. Very truly, CHARLES S. ROLLINS."

The Mayor made public the following reply to Mr. Rollins:

"In answer to the above communication it is only fair to state that a crime was committed by the Chief of Police on his duty in gathering all the evidence bearing upon the case. This evidence was obtained with the assistance of the state detective force and submitted to the District Attorney. An inquest, secret, of course, was held by a Judge of the District Court. The evidence at the inquest was submitted to the grand jury who, upon that evidence, found an indictment against Robert S. Fossburgh. Not until after the indictment was an arrest made. How or wherein the Chief of Police exceeded his duty it is difficult to see."

BREAK IN THE COFFEE POOL

Arbuckle Brothers and Hard & Rand Withdraw From It.

NEW YORK, July 31.—The arrival of four steamer schooners, the Wagon, loaded with coffee, at the pier of Arbuckle Bros., in Brooklyn, let the public know that there had been a break between the Arbuckle and the Brazil steamship pool, says the Tribune. It became known that as soon as the Eagle Wing had unloaded her cargo of coffee, her place at the Arbuckle pier would be taken by the steamer Gottardo, which sailed from Santos Monday, and that the Arbuckle had chartered four steamships to carry their coffee from Brazilian ports. It was learned, too, that Hard & Rand, the coffee importers, had broken away from the pool and had chartered a steamer to carry coffee.

The Arbuckle had a three-year contract with the Brazil steamship pool, ending in June, which provided that the rate for coffee carried to New York should be 35 cents a bag, but the pool allowed a rebate, based upon the amount of coffee shipments. It said that W. H. Crossman & Bros., who imported all the coffee used by the Woolson Spice Company, received a better rebate than that given to the Arbuckle, and it looked to the Arbuckle as if a branch of the American Sugar Refining Company was receiving an advantage in the importation of coffee.

RAILROAD NEWS.

From Chelan to Holden Mines.
 R. D. Johnson, general manager of the Chelan Transportation and Smelting Company, writes to the Railway Age that the surveys have been completed and the grade stakes set for the narrow-gauge road which this company is building from a point near the head of Lake Chelan, Wash., up Railroad Creek to the Holden mines, 12 miles. The capital for construction has been secured and two miles have been graded. One boat is to be constructed to carry ore to the foot of Lake Chelan, 50 miles, to connect with the electric line, four miles long, running to the company's smaller site, on the line of the Great Northern survey on the Columbia River. The line from the lake to the mines will be operated by steam and the power for the four-mile electric line will be generated from the Chelan River. The Commissioners of Chelan County have granted the company a 40-year electric franchise through the towns of Lakeside and Chelan from the foot of Lake Chelan to the Columbia River.

Second New York Central Excursion.
 V. V. Beard, assistant general agent of the New York Central in New York City, is in Portland in charge of an excursion party of 175 New Yorkers, partly made up of Epworth Leaguers. They constitute the second section of New York Central excursionists to pass through Portland, and they travel in a train of six special Pullman sleepers, with two dining-cars. Yesterday the entire party went on the steamer Regulator as far as the Cascade Locks to get a view of Columbia River scenery. They were quite delighted with the trip. They had a brief time to look about the city and left over the Northern Pacific for Yellowstone Park and the East at 11:30 last night.

Arranging Trans-Pacific Rates.
 Trans-Pacific passenger rates, which are somewhat bound up with transcontinental business, have not been in satisfactory condition lately. The Canadian Pacific, though having a tariff naming \$9 for steerage passengers between the Orient and British Columbia, is said to have been quoted from American territory a rate of \$8, the same as the American line and the Japanese line. This deviation from tariff was deemed likely to result in irregular cutting, and traffic men are now in conference in Tacoma to arrange rates that all can work by.

Railroad Notes.
 R. C. Stevens, of Seattle, general Western passenger agent of the Great North-

ern, arrived in Portland last night and will be here through today.

Traffic Manager Campbell and General Passenger Agent Craig of the O. R. & N. are on a business trip to Tacoma.

The passenger department of the Northern Pacific has issued an elaborate circular showing points along that line where harvest workers are most needed, stating the wages offered and giving other information.

Rhodes Is Not After the Battle Abbey
 NEW YORK, July 31.—According to the Tribune's London correspondent, there is no truth in the story that Cecil Rhodes is negotiating for the purchase of Battle Abbey in order to present it to the nation. If this property be diverted from the chances of the auction-room and converted into an Anglo-Saxon memorial, Lord Rosebery is more likely than Mr. Rhodes to control the transaction.

Mr. Rhodes recently the great part of his time in London with Alfred Bell, and has promised to accompany Dr. Jameson to Scotland. He has a larger interest in the resumption of mining operations at Johannesburg and Kimberley than in the preservation of historic monuments in Southern England.

Don't despair; any bad skin improves wonderfully using Satin-Skin Cream and Powder. They're magical in effect. See.

If a woman is physically miserable and mentally unhappy, the child she bears will, in face and form, as well as in disposition, reflect her own condition. Every woman who anticipates motherhood ought to think of this and be a fairy godmother to her own child, endowing it with health, beauty, and a happy disposition.

The mental misery of the prospective mother is in general the result of her physical condition. She is nervous, her appetite fails, she cannot sleep. Restore her appetite, quiet her nerves and give her sleep and she becomes a new woman.

"It has made a new woman of me," is the constant testimony of women who have used Dr. Pierce's Favorite.

Prescription. It tranquilizes the nerves, encourages the appetite and induces refreshing sleep. It establishes regularity, dries weakening drains, heals inflammation and ulceration and cures female weakness.

"During the first month, when I looked forward to maternity, I could not keep anything on my stomach," writes Mrs. H. C. Anderson, of South Britain, New Haven Co., Conn. "Was so weak that I went to bed on the 25th of June and never got up till the 15th of August. I tried different doctors, but with little benefit. I read about many being helped by using your medicine, so I thought I would give it a trial. I began to take your 'Favorite Prescription' in November, and I had a nice little baby girl in February following. My baby weighed over eight pounds. I was only ill for about one hour, and got along nicely during confinement. Was up and dressed on the eighth day. I never had the doctor with me at all; just the nurse and one or two friends. My friend thought it was a very short time. This makes my second child. With the first one I did not take 'Favorite Prescription.' The little one lived just about two months, and she was sick all the time. This last baby is as plump and healthy as any mother could expect."

Dr. Pierce's Pellets cure constipation.

Honest Beer

The first brewery of Jos. Schlitz was a hut, but the beer that was brewed there was honest. That was fifty years ago. Today the magnificent Schlitz brewery forms a monument to that honesty.

From the very beginning the main object has been to attain absolute purity. In Schlitz beer pure yeast was first introduced in America. In the Schlitz brewery are all the inventions men have made for protecting beer from impurities.

Schlitz beer is even cooled in filtered air; then it is filtered, then sterilized. It is well aged to avoid the cause of biliousness.

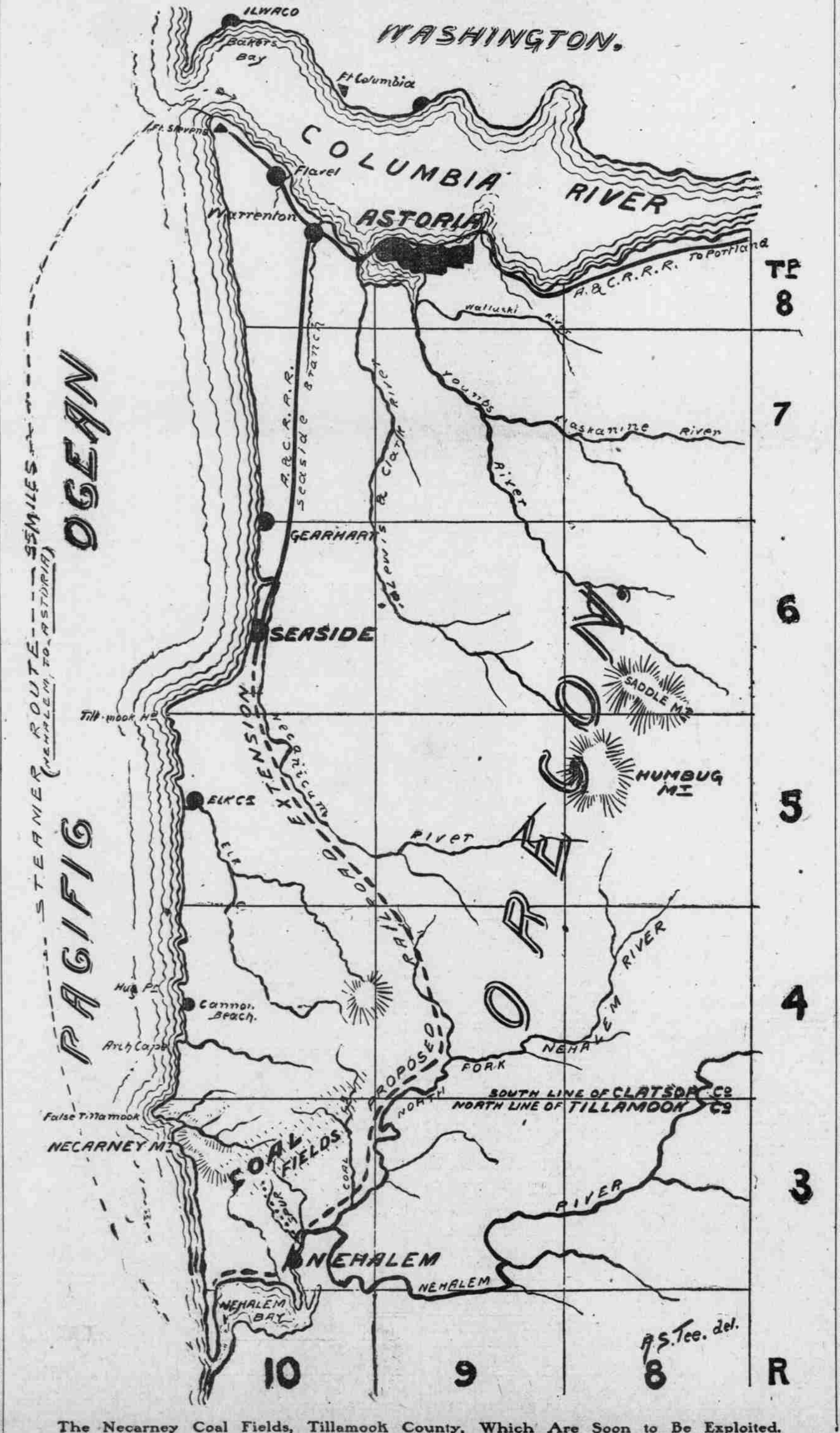
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Is called great because his wonderful cures are so well known throughout the United States and because so many people are indebted to him for saving their lives from operation. He treats any and all diseases with powerful Chinese medicine, such as cholera, dysentery, malaria, barks and vegetable, that are entirely unknown to the medical science in this country, and through the use of these medicines cures the action of over 500 different remedies that he has successfully used in different diseases. He guarantees to cure catarrh, asthma, lung troubles, rheumatism, nervousness, stomach liver, kidneys, female, and all private diseases. Hundreds of testimonials. Charges moderate. Call and consult. FREE. Patients out of the city write for blank and circular. Incomes stamps. Address THE C. GEE WO CHINESE MEDICINE CO., 1324 Third street, Portland, Or. Mention this paper.



The Necarney Coal Fields, Tillamook County, Which Are Soon to Be Exploited.