LAND-LEASING QUESTION.

tle Association.

in the Burns Times-Herald:

#### Miss Jennie M. Owen Chief Maid-Portland Delegation Will Leave August 28.

Her Majesty, Queen Ivy B. Barker, of the Astoria Regatta, and the members of the Astoria women's committee met yesterday at the Imperial hotel and selected the nine maids of honor who are to ac-company the Queen to Astoria and remain with her during the regatta. They are: Chief maid of honor-Miss Jennie M. Owen, of Portland.

Maids of honor-Miss M. E. Edwards, Miss Lena Bode, Miss Cornelia Barker, Miss Lulu Power, and Miss Blanche Bain, of Portland; Miss Pearl Code, Miss Anita Trenchard, and Miss Margaret

Higgins, of Astoria.

Patronesses—Mrs. H. E. Edwards, Mrs.
Theodore Barker, Mrs. C. J. Owen, Miss
Minnie M. Bode, Mrs. John M. Power,
and Mrs. Mark E. Ferry, of Portland.
Members of the Astoria ladies' committee for the entertainment of the Queen and her retinue at Astoria-Mrs. W. T. Schutter, Mrs. Charles Rich on Mrs. Houston and Mrs. C. W.

Miss Barker explained that the majority of the young women chosen accepted several days ago, but that personal calls were necessary in order to complete the list. The remainder of her retinue, con-sisting of prime minister and pages, will be selected in a few days, and it has been arranged that a carriage, horses, and a coachman will shortly be sent from this city to Astoria for the use of

the Queen during her stay there.

The Admiral's staff.—E. S. Edwards,
Admiral: George F. Fuller, Commodore
and Chief of Staff: I. N. Day, Vice-Admiral; Charles Richardson, Rear-Admir-al; William Gregory, Rear-Admiral; Commanders and Surgeons, Sandford Whiting, John Fox, R. D. Inman, F. L. Parker, J. E. Werleln, Peter Grant, J. C. Mayo, Ernest E. Merges, William Taliant Lieutenant-Commanders, Walter Robb D. J. Moore, H. D. Thing, David Lewis W. T. Schutter, H. R. Burke, W. B. Fechhelmer, E. R. Kreiger, L. A. Mc-Nary, and Flag Lieutenant, W. T. Car-

are; Dr. J. H. Davis, D. M. Dunne, E. E. Kellogg, R. L. Glisan, W. A. Robb, D. J. Moore, J. L. Meler, W. B. Fechhelmer, Sanford Hirsch, H. E. Judge, L. V. Woodward, Seth Catlin, R. L. Steph-ens, Fred Gilmore, J. E. Laidlaw, George L. Cherry, E. C. Clement, Dom J. Zan, A. F. Merrill, Henry Wagner, E. S. Ed-wards, George F. Fuller, I. N. Day, O. Summers, J. E. Werlein, R. D. Inman, W. T. Carroll, Peter Grant, M. S. Banfield, C. J. Owen, Ed. R. Kreiger, David Lewis, Charles McDonell, E. E. Merges, M. M. Ringler, Reno Hutchinson, E. C. Johnson, Sandford Whiting, L. A. Mc-

The Portland committee, the Queen malds, the Admiral and staff, and 200 invited guests wil leave for Astoria on the Harvest Queen on the 28th at 12:30

### BEST COAL IN OREGON.

Assayer Fink's Report on the Yamhill County Find.

The Portland Coal & Development Company continues to get good reports from samples mined on its property near North Yamhill. The first sample assayed showed high in moisture, because it was mined in a damp place, and was not seasoned. It was taken from the ledge last Saturday and analyzed the following Monday. The second sample was taken out the same day as the first, but it was not assayed until Thursday. In the meantime it had become seasoned, and the result was less moisture and a greater per cent of fixed bon. The difference between the two hown in the following com-

First Second

\*Light-brown ash, J. H. Fisk, who made the second as-ay, reported to the company that 100 parts of raw coal gave a residue, not coke, of 56.4 per cent. This residue was composed of 87.65 per cent carbon and 12.55 per cent ash. There was very little sulphur or phosphorous. Reporting on

the coal, Mr. Flak said:
"This is the best coal of the kind that I have yet analyzed in Oregon. It is far superior to the Bucoda coal, which used to sell in this market for \$5 a ton. The moisture is about the same, while the fixed carbon is much higher and the ash 10 per cent less."

Columbia County Conl. The Board of Trade has evidence that

steam-producing coal can be laid down in Portland at a cost of \$3 a ton without building a railroad to the ledge, which is eight miles from Warren, in Columbia County. E. C. Hansome, a California man, has been developing the ledge for wrat weeks, and now has a seam six feet in thickness, samples from which have been shown the trustees of the board. Analysis gives this coal 35 per cent fixed carbon; We per cent volatile matter, and 20 per cent moisture, the remaining 10 per cent being ash. Mr. Hansome has no proposal to make in regard to his coal mine, and seems amply able to go on with the work of develop ing-two points which the board thinks tell largely in his favor. Steamers can obtain a supply of coal

at bunkers built near Warren, and the cost to them will therefore be very much The investigating committee appointed by President Connell to look into this coal supply matter, is favorably impressed with the find, and it is likely that Portland capital will be willing to build a railroad over the eight miles between Warren and the mine. This short branch would enable the mineowners to bring the coal to the city direct, and its cost to consumers would then be much less than \$3 per ton. They who have visited the scene say the ledge can be traced over the surface of the ground for nine miles, so there can be very little

### BONDS THAT REQUIRE STAMPS Revenue Regulations Explained by

Commissioner Yerkes.

nal revenue law went into effect, Collector ne, of Portland, has had considerable difficulty in making people understand what bonds must bear stamps to insure their legality. In order to be explicit he sent to Washington city for aditional information and has received following reply from Commissioner

'As there seems to be some lack of uniformity in the practice of Collectors relative to requiring or not requiring stamps on bonds filed with them under the internal revenue laws, and to be apoved by them, this letter is issued for their information as to such bonds alone, The following internal revenue bonds, when delivered on or after July 1, require

All bonds required of distillers, brewers, manufacturers of tobacco, snuff, and cigars, or manufacturers of other taxable articles, and peddlers of tobacco.

ids of producers of wine for brandy used the fortification of wine. All bonds for transportation and experia-tion of distilled spirits, or other taxable ar-

Bonds for withdrawal of alcohol for sci-millo purposes, and for withdrawal of dis-A. M.

Bonds for establishment of warehouses where certain articles are to be manufactured for ex-

"The official bonds of all internal reve nue officers, including Deputy Collectors, require a 50-cent stamp."

### TONGUE ON CUBA.

Favors Annexation of the Island When the People Want It.

HILLSBORO, Aug. 16.-Representative Tongue is in receipt of a letter from the Cuban-American League, of New York, asking his views on the annexation of Cuba. He has replied that whenever the people of Cuba ask for annexation, he for one will welcome them with open arms. The league's letter to Representative Tongue and his reply thereto fol-

"Hon, T. H. Tongue M C Hillshore Or.—Dear Sir: We of the Cuban-Ameri-can League do not consider our work for Cuba a complete success as long as there s a possibility of the flag of the United States coming down for a single mo-ment in Cuba. In fact, all our Cuban members insist that now is the time for effective work; that Cuba by the action of her people, and with a welcome from the United States, shall become a permanent part of the Union. All they request from us is to help with funds for necessary organizing work. They are a little uncertain as to "the welcome from the United States." President McKinley has said to their representative: 'If you were only a member of the family.' Will you kindly write us the welcome that s ready for Cuba, as you understand it, Representative Tongue replied as fol-

"William O. McDowell, Esq., President the Cuban-American League: My Dear Sir: I am just in receipt of yours of recent date asking my views as to the admission of Cuba 'to become a permanent part of the Union.' Permit me stored. o say that I shall be ready to favor he annexation of Cuba to the United States whenever the people of that island in a proper, legal way shall express their desire for such annexation. I think there s no doubt that ultimately Cuba will ecome a part of the United States. Such result is demanded by the interests of the people of both countries. Their interests and their destiny are mutual. But we must not coerce them; we must not force annexation against their will Whatever is done in this regard must be with the full, free and expressed consent of the people of that island. Whenever this is given, I, for one, shall be ready to welcome them with open arms. I have the honor to remain,

"Truly and sincerely yours, "THOMAS H. TONGUE."

#### CATHOLIC FORESTERS IN 1905 Session of the Supreme Court Will Be Held in Portland.

The 1905 meeting of the Supreme Court of the Catholic Order of Foresters, the leading fraternal organization of the Catholic Church in the United States and Canada, will be held in Portland, Dan J. Malarkey, who is attending the Supreme Court at Detroit as Oregon's representative, telegraphed yesterday to M. J. Malley, chief ranger of Cathedral Court, No. 367, that Portland's invitation for four years hence was unanimously accepted, and that hundreds of delegates and their

friends will come.

Mr Malarkey will visit the Buffalo Ex-

### DAILY CITY STATISTICS.

Marriage Licenses. Clifton H. Steffens, 32, and Lidda Tittle, John Sachs, 22, and Jennie Kay, 19.

Building Permits.

J. O. Goltra, alterations to house, East Grant street, \$300. M. Johnstone, alterations to house, Hall S. Lauer, two-story dwelling, southwest

orner Seventeenth and Flanders streets, Birth Returns.

August 1, girl, to the wife of William Morrow, 626 East Morrison street, August 11, boy, to the wife of David Milne, 385 East First street, north. Death Returns.

August 11, Isaac Clampet, 81 years, 249 Jefferson street, general debility. August 14, Anna B. Bates, 42 years, 446 enth street, pluro-pneumonia.
July 21, Gordon C. Smith, 17 years, Caples Landing, drowning,

Contagious Diseases Lottie Feldman, Sil Upshur street, scarlet fever.

Real Estate Transfers Theodore Nicolai and wife to August
Wagner, east 50x50 feet of lot 8,
block 86, Couch Addition, August 15, \$4000
Seth L. Pope, trustee, to Jamie W.
Donnell, lots 9 and 12, block 8; lots
I and 4, block 7, Arbor Lodge, August 15,
sust 15. and 4, block 7, Arbor Lodge, August 15
C. H. Hin and wife to Charles A.
Wilson, S. 4 of W. 4 of lot 2,
block 4f, Albina, June 8.
George W. Brown to Roy O. Powers, lot 12, block 4, Chicago, July 22
Robert Clendenning to Amos Burg,
lots 5 and 6, block 15, Columbia
Heights, August 16
Eva T. and F. H. Alliston to H. E.
Joy, lot 25, block 20, Albina, August 15
Hallie H. and W. J. Ferrell, 348 acres
between sections 10 and 15, T. 1 N.,
R. 1 E., July 16
Jennie W. and Charles R. Donnell,
lot 5, block 1, Waite's Cloverdale
Annex, August 14 650

For abstracts, title insurance or mig. loans, see Pacific Coast Abstract Guar-anty & Trust Co.. 204-5-6-7 Failing bldg.

### PERSONAL MENTION.

Theodore N. Ely, of Philadelphia, super-intendent of motive power of the Penn-sylvania Railroad, is at the Portland, accompanied by his family and Mr. and Mrs. C. W. Knowlton. They are mak-ing a tour of the West in Mr. Ely's private car "Imperial," and will leave to-day over the O. R. & N. for Yellowstone Park.

James S. Mann, an old employe of the Eric Railroad Company, who was recently retired, is visiting his son, who has been a resident of Portland for a number of years. Mr. Mann is delighted with the city and the climate. He says his son has een sending him books and papers for years, and from them he formed a high den of this region, but says he did not get it half high enough. He thinks the weather of late has been delightful, as compared with what he has experienced at the East, and he has been able to sleep in comfort, which is a great luxury.

NEW YORK, Aug. 16 .- Seattle people registered at New York hotels today as follows: W. Walker, at the Broadway Central; H. F. Thomas, at the Imperial.

Eggs as a Cure for Tuberculosis. Professor Adolph Gehrmann, Chicago acteriologist, intends to test by a serie of experiments the value of eggs as a cure for tuberculosis. Parisian medical journals have recently been filled with accounts of discoveries along this line made in the Academie des Sciences, Dr. Gehrmann is not disposed in advance of his tests to accept the declarations of the French investigators, but he says that he will be thorough in his work to decide whether the hen is to be honored in the future as a great physician. Expericents will be tried on guinea pigs and

For Astoria and the Coast.

### BROKE UP BARBER SHOP

R. A. PROUDFOOT SUED FOR DAM-AGES BY VICTOR BRUNELL.

Plaintiff Alleges That His Furniture Was Tossed Into the Street and His Business Interrupted.

A damage suit filed in the State Circuit Court yesterday against R. A. Proudfoot, alleges that he smashed the furniture of Victor Brunell's barber shop at 269 Washington street, and failed to comply with the terms of a lease, so that the plaintiff has been damaged to the extent of \$1675 45. Brunell alleges that he was a tenant of Proudfoot's. Proudfoot bought the building from R. H. Scheele before Brunell's lease expired. It is alleged that there was an oral agreement between the two men to continue the payment of rent according to the terms of the old lease, and to renew it for a period of eight months. The complaint sets forth that on the night of February 28, when the shop had been closed, Proudfoot, without the consent of the plaintiff, unlawfully, wrongfully and maliclously broke into the premises and tore out, removed and threw into the street all of the plaintiff's furniture, tools and implements, during a heavy rain storm, destroying, damaging and breaking them and causing them to be wet and damaged.

Not alone is this the grounds for the

the Union, and if you see your way clear to become a member of the league or to help in any other way, it will be appreciated.

WILLIAM O. MIDOWEST 1. action. The complaint continues: "That terfered with by such a law destroyed one pair of stropes worth \$5; destroyed one-half gallon witch hazel, worth 70 cents; destroyed one-half gallon Coke, worth \$2.25, and destroyed feet of water pipe, worth \$7." In ac In addition, Brunell states that he had to pay \$2.50 for having his things moved from their place in the street, and that he has to pay \$4 a month to have them

> This makes a total of \$175 45. Burnell alleges also that his profits were \$100 a month for his individual labor, that he had three barbers employed and that the profits of the shop were \$150 a month, making a total of \$250 a month, for which he claims damages for a period of six months. He says he has been unable to get so good a location, and that he has lost his regular and transient trade.

### AGENTS ENJOINED.

Hardy & Co. Demand an Accounting From Their Employes.

A suit was filed in the State Circuit Court yesterday to enjoin K. S. Ervin and James D. Beckett from beginning any action against J. R. Hardy & Co., Ltd., and especially enjoining Ervin from urg-ing his claim of \$23.65 against the company. An accounting is demanded be-tween the company and the defendants, who are the plaintiff's agents.

the relations existing between Beckett and Ervin and the J. R. Hardy Co., Ltd., can be so stored and land brought under cultivation by the Government. The complaint sets forth very minutely plaintiff. The former were to conduct the tailoring business of the latter in "My experience in traveling through Portland and were each to receive as salary \$25 a month and in addition 25 place where an actual settler could make per cent of the net profits. The com- a homestead entry and where the land plaint alleges that Beckett overdrew his is such that he could by any possibility to his share of the profits, and that Erand the title passed from the Govern-vin overdrew his account \$10 a week with ment; but such as there may be will unlike manner to be charged against his ther under any lease law that may be share of the net profits. The whole business was under their direction without the manner proposed, the lands which the the supervision of other agents.

The complaint charges that the defendants failed to keep a correct account of their business transactions in the books of the company, but on the contrary, "faisely and fraudulently conspired and confederating together, to cheat and defraud the plaintiff, they falsified the books and accounts, and made false entries therein, and so kept the books as to show fictitious profits which the business did not earn, and took from the for every head of stock, cattle, sheep to a correct accounts of their business, and as rapidly as their characteristics and as rapidly as their characteristics. By building 65 miles of railroad and connecting Berchaven with all the Irish lines, the new company will be able to take passengers and mails from Berchaven to London in five hours. The English port will be Liverpool or Southampton until the new docks at Dover are completed. Mr. Frazer says much Amerlican capital is interested in the scheme, for every head of stock, cattle, sheep the business did not earn, and took from the money in excess of the amounts due and horses that is owned and pays taxes

The complaint goes on to state that on December 31, 1900, the defendants balanced their books so as to show apparent net profits, which accounts they rendered to the plaintiff, and which the latter holds were fraudulent. On July 28 each one was credited with \$259 03 as net profits, when the plaintiff holds that business having been conducted at a loss. tories. Ervin has drawn from the company \$1780 89 and Beckett \$1907 84, when acwere entitled to draw less.

of July the two men each drew ment adjacent to the place of business of the plaintiff.

### SOOTHING ITCHING PALMS.

some Remarks on the Vicious and Annoying Custom of Tipping.

cials intend to wipe out the evil and they can do away with it entirely if they enter on the task with a resolute determination that they will stick to it to the end. Of course, there can be no defense of such a wrong. No one should be permitted by the use of money or influence to obtain exceptional privileges from the representatives of the Custom-House. All pas sengers should be treated justly, without partiality or discrimination. But it must be admitted that the prac-

tice of giving "tips," an unsound and in-equitable practice, has spread widely in the United States in the last 39 years. two European nations in which a high in the first half of the last century it civilization prevailed. was not the custom to hand over extra money to waiters in hotels and restaumoney to waiters in notes and classes, to cab-rants, to servants of all classes, to cab-men and others who were called upon to do their regular and ordinary duties. The Empress Frederick, however, was cermen and others who were called upon to do their regular and ordinary duttes, and who were not expected to exceed the usual routine of their callings. But shipped the practice has come over the could not be mistaken, and she took her self-imposed duty in all seriousness. It is probable that she did encountered to the could not be mistaken, and she took her self-imposed duty in all seriousness. It is probable that she did encountered to the could not be mistaken, and she took her self-imposed duty in all seriousness. levy petty tribute upon people who no longer expect to receive proper attention unless they pay out considerable sums in addition to the regular charges. In what hotel or what restaurant in New or any other large American city do the patrons now venture to hope for prompt and faithful service unless they bestow liberal tips"? The employes in these places, as a rule, are negligent, indifferent and even offensive in treatment of guests who act on the viction that those who serve them should look to their employers for reasonable compensation, and not put themselves in the attitude of beggars for bounty to

which they are not entitled.

It is a vicious and annoying custom, that of "tipping," but it is extended almost everywhere and is working more and more mischlef year by year. It tends to foster a fawning, cringing and servile spirit among those who receive the "tips," and to increase extravagance among the givers. Employers of all the "tips," and to I among the givers. classes ought to pay fair wages to those who work for them and to forbid their

#### ished altogether. But unhappily there is no sign that the end of a system is approaching.

Views of President of National Cat-ISLAND, CLOSE TO CAPE HORN.

The following letter on the land-leasing question, from President F. C. Lusk, of the National Cattle Association, appears Cement Cargo to Lond Wheat "When I was last in Burns you invited

me to write for your paper a communication upon land leasing. I am pleased to do so, and especially after it has been called to my attention by your giving several columns of your space to the copying of an article from The Oregonian by J. B. Huntington; and I notice in your editorial column that you fall into the same error as does Mr. Huntington, that the proposed bill will interfere with agricultural settlement and development. I am pleased to be able to remove that objection. Until I read it in Mr. Huntington's article it had not been called to my attention that any one supposed that are at hand. any proposed lease law would be passed

which prohibited homestead entries. I am certain that no such law is desired by any one, and that no such law will be "The Government now provides no way for selling its arid range lands. The pre-emption law has been repealed, and there remains the actual homestead entry upon so-called agricultural land, and must be land capable of agricultural development to enable the settler to comply with the law and make his final proof. That the homestead settler will not be inleast her first for several years, COMMUNITY OF INTERESTS. reached in one of two ways: Either all leased land will be subject to homestead

any land capable of agricultural settlement, if leased at all, will be leased subject to homestead entry. Both amount to the same thing. All the land suitable for homestead entry will be open under such a law, just the same as it is now, to the actual settler. "In addition to that, the bill will propose that the rents derived from such leases be used in building irrigation and torage works for the express purpose of making land that is now arid and not subject to homestead entry, agricultural land, which would be open to the actual settle. The workings of such a bill would be constantly to increase the land open to agricultural settlement and lessen that which might be leased; and you are endirely mistaken in imagining that it would retard settlement in Harney County; to the contrary, it would accelerate it,

ters, and thus increase the agricultural "In confirmation of this, in the same issue of your paper you speak of a scheme of a private company to irrigate some desert land in Harney County. If there are waters in the place spoken of that can be stored to bring arid lands under cultivation by private parties, there

entry by the actual settler, or else the land will be first classified by the Interior

Department, as it now is in Texas, and

account \$100 and had that amount charged make a living off of it, has been taken the agreement that this amount was in doubtedly be open to the homestead setthe supervision of other agents.

The complaint charges that the deincreased, and as rapidly as their charand payable to them under and in ac-cordance with the terms of the contract for their employment, and in excess of what was due them from plaintiff."

and horses that is owned and pays taxes in that country, and were it not for the outside and migratory stock which pours what was due them from plaintiff." the holdings of stock by the citizens of Harney County could be very materially increased, and with it the tax roll proportionately enlarged. I don't believe that as intellegent people as are the citizens of Harney County want their feed and their est cargo ever loaded on one vessel at property eaten up and destroyed by mi- any Pacific port. Mr. Wilkes Wheatly,

there were no profits to be divided, the gratory stock from other states and terri-"The feed of Harney County should be for the sheepmen and the cattlemen who ording to the plaintiff's contention they own their ranches and have their homes and pay their taxes in that county. They The plaintiff further alleges that for the | could use all of it with property assessable in that county, and they shou \$114 30 as salarles, when they were en-gaged in sending out circulars and fit-ting up a competitive tailoring establish-right to lease the land, and the small stockmen would be protected in their full share, and it is a mistake to suppose that if would necessitate any expensive system of fencing. Those stockmen who live in the county and whose stock, naturally, range in a certain locality, would combine and lease that range and put their stock there, without the necessity

of even fencing it. New York Tribune.

The Custom-House officials at this port have adopted measures to prevent the taking of "tips" offered at the piers by sity—until the range was actually being destroyed and was a constant scene of the c taking of "tips" offered at the piers by passengers on ocean steamships to inspectors of baggage. It is generally believed by travellers of extensive experience who have crossed the Atlantic many times that this form of petty bribery was extendingly prevalent on the wharves in the ceedingly prevalent on the wharves in the ceedingly prevalent on the wharves in the difficulties which Mr. Huntington thinks would bappen about driving stock. that this form of petty bribery was ex-ceedingly prevalent on the wharves in the '70s and '80s of the nineteenth century, but that it has been largely suppressed in recent years. Now the Federal offi-in recent years.

Hartford Courant, The Empress Frederick did not have happy life in Germany. She went over to Germany from England with a notion that the Germans were a trifle uncivilized, that they needed to be improved, and that it was her duty to apply to them a curative dose of English civilization. In a way this was Mr. Gladstone's view of Germany. He knew both France and Italy well, and for him the French and Italians were the

As a matter of course the German women, and particularly the Berlin the Atlantic and armies of wage-earners large somewhat the sphere of activity of the Berlin women; got them to doing things they had not done before; made them understand the functions of a presi-In dent, secretary and treasurer. Bu New process was not pleasant for her. marck believed, too, that she mixed in serious politics too much for Germany's good. Then her husband died, and she was left without a foothold.

. By a not uncommon twist of the scientious feminine mind she de from the first to regard herself as a missionary sojourner in Germany; and this was the position she always held among the German people.

THERE IS A CLASS OF PEOPLE
Who are injured by the use of coffee. Recently there has been placed in all the grocery stores a new preparation called GRAIN-O,
made of pure grains, that takes the place of
coffee. The most delicate stomach receives it
without distress, and but few can teil it from
coffee. It does not cost over ¼ as much,
Children may drink it with great benefit. Ise
and 25c per package. Try it. Ask for
GRAIN-O.

who work for them and to forbid their employes to accept gratuities under any circumstances. "Tips" are a burden and a nulsance and they ought to be abol-ter's Little Liver Pills.

## BARK FERVAAL WRECKED

FRENCH SHIP LOST NEAR STATEN

Was en Route From Antwerp With at Portland.

London cablegrams state that, accordng to telegraphic advices from Concep-cion, the French bark Fervaul has foundered near Staten Island, on the east coas of South America and close to Cape Horn. The dispatch is very short, saying only, in addition to the above, that part of the crew were saved and landed at Puerto Gallegos, a seacoast village in the extreme southern part of the Argentine Republic. Further than these bare facts, no in-formation is obtainable, and the agents here do not expect any until mail advices

The Fervaal is a French bark of 1705 tons register, Mabon master. She left Antwerp May 31, and put in at Cherbourg, June 2, only remaining long enough to qualify for the French marine bounty. and left there June 5. She was consigned to Meyer, Wilson & Co., of this city, who had chartered her to George W. McNear, to load wheat for the United Kingdom The Fervaal had only a ballasting of car-go, some 1250 tons, mostly cement. This was her initial trip to the coast, or at

#### Big Steamship Combine, in Which Morgan Is Interested.

NEW YORK, Aug. 16 .- According to the Journal of Commerce, conservative ad-vices received here from Liverpool contain the definite statement that an alllance is contemplated between the Ley-land, the Atlantic Transport and the American lines. The Leyland line, it will be recalled, was recently purchased by J. P. Morgan at the head of a syndicate. The fact that the Atlantic Transport and Leyland lines were to be operated in harmony has been known for some time. There have been at various times and in various forms reports that the American line was also a part of Mr. Morgan's plan, but these reports have been in each instance denied. So far as the arrangement that is to be in effect among the various companies is concerned, it will apparently be merely the application of the community of interest at Eureka. Much "Frisco freight is tied plan of operation to the steamship busi-

The connection of the various lines will there are no doubt many places in that be of a close character, and will, it is stated, be fully indicated when the new directors of the Leyland line become county where the Government could build irrigation works and store the flood waknown. It may be stated positively, how- San Francisco but for the strike, so it's ever, that the flags and funnels of the three fleets will remain distinct as at present, and the lines will be managed Morgan & Co., no information or con-firmation would be given on the proposed alliance.

#### TO LONDON IN FIVE DAYS. Plans of New Steamship Line-Will Burn Texas 011.

LONDON, Aug. 16 .- S. C. Frazer, the Dublin engineer, who has prepared the lans for the new harbor at Berehaven, the proposed steamship line, which is to have steamers capable of crossing the sentative of the Associated Press today that the line will consist of six large steamers, four for the New York and two for the Canadian trade. It is the intention to burn Texas oil. The Can-adian port will be Sidney or Halifax.

### RECORD-BREAKING CARGO. Strathgyle Clears for Manila With

3,700,000 Feet of Lumber. Francisco lumber firm, cleared the British steamer Strathgyle yesterday for nila with a cargo consisting of 3,700,000 of the Charles Nelson Company, super-intended the operation for his firm, and spoke in complimentary terms of the rapid manner in which the timber order was filled by the Portland Lumber & Manufacturing Company. Some of the timber was treated chemically, to enable it to withstand the ravages of ants when the cargo is delivered in the Philippines. The timber is specially ordered in sawed lengths for wharves and dock material in and around Manils, and the order was filled and cargo loaded in the short space of 16 days.

#### THE FERVAL WRECKED. Portland-Bound French Bark Foundered off Patagonia.

LONDON, Aug. 16.-Advices have received that the French bark Ferval, in command of Captain Mabson, which left Antwerp May 31, and Cherbourg the fore part of June, for Portland, Or., has foundered off the southeast coast of Patago-nia, near Staten Island. Part of the vessel's crew has landed at Puerto Gallegos.

New Docks at London. NEW YORK, Aug. 16.-In an interview with a Journal of Commerce reporter, President Baker, of the Atlantic Trans-port line, announces that plans have been ompleted for providing new docking facilities in London at a cost of \$10,000,000. President Baker says, in part:

"England is far behind America in its facilities for handling freight, particularly grain. At present the freight is unloaded into barges, then taken to a place where it is weighed, there unloaded, weighed and loaded on another barge for delivery. The wharves are poorly arranged for the storage of merchandise, and the warehouses are 40 or 50 feet from the edge of the wharf. England's capital is tied up and is being pressed by the Americans and Germans. Owing to the

### BREAKFAST ON DRINK.

Coffee Makes Many Dyspepties.

"Coffee and I had quite a tussle, Two years ago I was advised by the doctor to quit the use of coffee, for I had a chronic case of dyspepsia and serious nervous troubles, which did not yield to treatment. I was so addicted to coffee that it seemed an impossibility to quit, but when I was put on Postum Cereal Food Coffee, there was no trouble in making the change, and today I am a well woman. "One of the lady teachers in our public schools was sick and nervous. Fre-quently the only thing she took for breakfast was a cup of coffee; I urged her to try leaving off the coffee and use Postum Instead. Went so far as to send her a sample from my box and give her directions. She now uses nothing but Postum Food Coffee and told me a short time ago that she was perfectly well.

"It is easy to make good Postum, once a person becomes accustomed to it. Put four heaping teaspoons to the pint of water and after it comes up to a boil, see that from that time on it boils fifteen or twenty minutes, then use good cream and you have a drink that would be relished by the Queen. Be sure and put a piece of butter size of a pea in the pot to prevent boiling over." Mrs. Lizzle Whittaker, Kidder, Mo. Postum is sold by all firstclass grocers at 15 and 25 cents per pack-

old-fashioned methods, it costs about 3 shillings per ton to handle the freight after it arrives in London, while it costs only 25 cents per ton here. The Leyland Company and the Atlantic Transport Company will carry to London 50,000 tons

of freight every week, or about 2,500,000 tons a year, and it will be readily seen that the saving by the use of American methods which we shall introduce will be methods which we shall introduce will be very great. I estimate that by the use of new docks or basins by the Leyland Company on the community of interest sys-tem, even if only 1 shilling per ton is saved, it will mean an income of 121/4 to 15 per cent on a capital of £2,000,000.

#### Lenn Swensey Chartered.

ASTORIA, Aug. 16.—Captain Charles M. oster, of the three-masted schooner Lena Sweasey this morning received word from her owners at San Francisco that the ves-Spruce Lumber Company, of Seaside, Or., to load box shooks for Altata, Mexico The crew of the schooner was pald off and discharged yesterday.

#### Sussex at Astoria. The British bark Sussex, 1212 tons bur-

den, Guthrie master, was reported at As-toria at 3 P. M. yesterday. She left Hong Kong about July 10, making an average passage of 37 days. The bark s consigned to Kerr, Gifford & Co., and will take a cargo of the new wheat some time in September.

#### Indrapura Is in Port. The big Asiatic liner Indrapura crossed the bar into Astoria at 4 P. M. yesterday

left up the river for Portland at M., arriving here early this morning She reports an uneventful passage brings her usual large cargo of Oriental freight. Marine Notes. Official notice has been given that the

bell buoy at Crescent City, which dragged out of position, is now on the east side of the channel about 160 feet north, 35 degrees east, true (N. by E. 1/2 E. from the two-foot rock, The but been painted red, and the bell does no ring. This buoy should be left to the eastward. The regular bell buoy, painted black, is in a position about 300 feet south, 49 degrees east, true (E. S. E. mag.) from Fauntleroy rock, and should be left to the westward.

The coasting steamer Alliance is tangled in at Coos Bay with a rope wound about her propeller. Her freighting business to San Francisco is badly interfered with by Coos Bay because of cessation of docking facilities at the former port, The Alliance will take much freight from Portland for Coos Bay and Coquille River points. On her next trip from this port much of this trade would have gone to an ill wind that blows no one good.

## Domestic and Foreign Ports. ASTORIA, Aug. 16.—Arrived at 3:30 P. M.—British bark Sussex, from Hong Kong, Arrived at 4 P. M.—British steamer Indrapura, from Yokohama. Condition of the bar at 4 P. M., smooth;

wind, northwest; weather, hazy. Port Blakeley—Arrived Aug. 15—Bark-entine W. R. Hume, from Callao. Port Townsend, Aug. 15.—Arrived— Bark Santa Rosa, from Callao. Arrived Aug. 15.—Steamer Ethel Zane, from St.

Michael. Seattle-Salled Aug 15-Steamer Lakme, for Juneau; United States steamer Rose-crans, for Nome. San Pedro-Sailed Aug. 15-Schooner

Ludlow, for Port Townsend.

Port Ludlow-Arrived Aug. 15-Schooner Spokane from Port Gamble for Honolulu Port Blakeley-Arrived Aug. 15-Schoon-er Balboa, from Port Clarence. Salled-Schooner Fannie Dulard for Ventura. Port Los Angeles—Arrived Aug. 15— steamer W. H. Kruger, from San Pedro. Stalled-Steamer Mineola, for Nanalmo; steamer W. H. Kruger, for Tillamook; btrk Tidal Wave, for Tacoma. Port Hadlock-Arrived Aug. 15—Schooner

Ethel Zane, from St. Michael.
Port Gamble, Aug. 16.—Arrived Schooner Robert R. Hind, from St. Michael.

San Pedro-Salled Aug. 15—Steamer Santa Barbara, for Eureka. Tacoma, Aug. 16.—Salled—Schooner Al-vena, for San Pedro. Sydney, Aug. 16.—Arrived—Schooner Novelty, from Portland. Limerick-Arrived Aug. 13-German ship Ferdinand Fischer, from Portland, Peuco-Salled Aug. 3-British ship Le-

land, for Australia. San Francisco, Aug. 16.-Arrived-United States steamer Bennington, from Hong Kong; ship Balasore, from Newcastle; barkentine Tropic Bird, from Tahiti; ship Falls of Clyde, from Hilo; United States steamer Iowa, from Port Orchard, Saiica.

-United States ship Meade, for Manila.

Liverpool, Aug. 16.—Arrived—Germanic.

New York, Aug. 16.-Arrived-Columbia, from Hamburg. Hamburg, Aug. 16.—Arrived—Deutsch. and, from New York. New York, Aug. 16.—Arrived—Aller,

m Genoa and Naples; Phoenicia, from Hamburg. Wash.-Arrived Aug. 14-Hoquiam, Schooner George C. Perkins, from Hono-lulu, for Aberdeen; schooner Henry Wil-son, from Honolulu for Aberdeen.

son, from Honoldin for Aberdeen.
Liverpool, Aug. 16.—Salled—Georgic, for
New York.
Brisbane, Aug. 16.—Salled—Mlowera,
from Sydney for Honoldiu and Vancou-New York, Aug. 16.-Arrived-Heula, rom Copenhagen.
Queenstown, Aug. 16.—Arrived—Campa-

nia, from New York for Liverpool, and Vincent, Aug. 16.-Arrived-Denderah, from San Francisco. Moville, Aug. 16.—Sailed — Ethlopis, from Glasgow, for New York. from Glasgow, for New York.

Queenstown, Aug. 16.—Sailed—Commonwealth, from Liverpool, for Boston.

Southampton, Aug. 16.—Sailed—Fuerst
Bismarck, from Hamburg, for New York.

Lizard, Aug. 16.-Passed-La Normandie. for Havre, Hamburg, Aug. 16.—Arrived—Bulgaria, from New York. Cherbourg, Aug. 16.—Sailed—Fuerst Bis-

### marck, for New York.

Louis Seibold in the Munsey. Croker has no theories. I have his own assurance on this point. He is practical and tactful. He indulges in no day dreams. He works with the tools that the political school in which he has been trained have provided. He knows that they are the most useful and that they uplish the purposes for which they

are intended.
"Doing things," he said, sententiously, once when I asked him how he accounted for his success. He fumbled his closely cropped gray beard, turned his steel blue eyes on the Saratoga racetrack, where we were at the time, and continued: "While most men sit around club win-dows, or at dinners, discussing political plans, I go among my people to find out what they are saying and doing. I don't waste any time on theories. I want reports that give me facts and figures, i don't make plans to be forgotten overnight. I never went to bed on a theory in my life. As a matter of fact, I never went to bed at all if there was a plan to carry out until I had learned whether

it would suit or not.
"The best plans are those that result from the establishment of a system. System is necessary to success, and you can-not have system without organization. Tammany Hall is a perfect organization;

# COKE Dandruff Cure

Cures a Member of the House of Representatives-A Prominent Barper Testifies.

House of Representatives, Washington, D. C., Feb. 14, 1909, Messrs, A. R. Bremer Company, Chicago,

Dear Sirs: In the LIVth Congress I was asked by a member of the House if I knew anything that would cure dandruff. I knew that Coke Dandruff Cure was recommended very highly, and I concluded to give it a trial. I used one of the ten-ounce bottles, and it absolutely cleansed his head of dandruff.

Since my introduction of Coke Dandruff

Since my introduction of Coke Dandruff Cure into the House of Representatives barber shops it has become so popular with the members of Congress that I abandoned all other tonics. It is the only preparation in my twenty years of experience in the barber business that will dawhat is claimed for it. Yours most respectfully.

JOHN W. EVANS. Foreman of Official Barbers, U. S. House of Representatives,

Admiral George Dewey writes: "I have used Coke Dandruff Cure for the past year and found it an excellent preparation." Coke Shampoo and Totlet Soap wonderfully good for the hair and scalp. Cures shiny skin.

range in advance for their use in the schools as soon as they open and thus avoid confusion. The schools at Central Point, Medford, Gold Hill and Ashland will probably introduce the books by deeaster for the pupils to get used to them

#### THE PRIVATE-CAR HABIT.

Use Made of Old Sleeping-Cars-Not Very Expensive.

New York Evening Post. So many people from time to time have wondered what becomes of old Pullman palace-cars after they have been supplanted by cars of modern construction in which both decoration and luxury run riot, that a popular question seems answered by the circular of a new company which has offices in this city and Chi-cago. Briefly, it sets forth that the business of the concern is to make it possible for everyone to own a private car; not every laboring man, but every one in that state of life suggested by the ownership of a steam yacht, a Newport cottage, or even an automobile, for the private car is a cheaper luxury than any of these especially if one counts the money paid out by the automobile owner in the shape of damages caused by his sometimes un-ruly machine in the way of collisions and runaways,

The life of a Pullman car is not a long one-that is, in the service of the Pullman Company. This is not because they

wear out or go to pieces like the "one-hoss shay," though this they sometimes do under the stress of a railway smashup. Their life is determined by the "style" in the sleeping and parior-cur world. The elegant and unsurpassed coach of five years ago is today considered a triffe out of date, so many are the improvements in the way of greater comforts, better space arranger richer hangings, and upholstery, vestibule platforms, and the like, incorporated in the car of today. The lot of the old car is to do duty on some obscure Western railroad or to go into the hospital-yard, there to await its ultimate fate, that of being broken up for salvage or being sold to some rullroad for conversion into an "officials" car."

Under this new company's plan there is still another life for the old coach, and a wider market. It makes a special busi-ness of buying up these cars from the Pullmans, tearing out the interior and refitting them entirely anew for the use of theatrical companies. The time was when private coaches were used only by two or three very large "shows," such as circuses and spectacular productions. Now it is estimated that in the height of the theatrical season there are sevreal hundred on the road. Even small min strel companies travel in them from town to town. For "shows" this secondstyles. One provides 10 upper and 10 lower berths for the players, the state-rooms at the end to serve as an office and sleeping-room for the manager and a kitchen. Another style provides a place for baggage at the end and still another includes also a stable, 18 feet long, for the accommodation of such animals as may be necessary to complete the com-pany's outfit. This last provision is made especially for the donkeys and the blood-hounds of the various Uncle Tom's Cabin

These rebuilt cars are either sold outright or rented to theatrical agents. From \$1500 to \$5500 is the price charged, according to the interior fittings, size of car; from \$35 a week upward is the weekly rental, the average company pay-ing about \$60 or \$75 a week for a season on the road. The members of the company are fed and housed aboard during the entire trip, and with no hotel bills and small selaries to pay, the managers and small selaries to pay, the managers find the private-car scheme a very profitable one. As to transportation charges, the railroads give a low theatrical rate and an additional reduction to the companies having their own cars, so instead of being more expensive it is really much of being more expensive, it is really much cheaper to travel in this way. "Do many rich people now own their

private cars?" was asked the second-hand Oh, yes, far more than you would

think; only I rent many more than I sell. Private cars for pleasure traveling are fitted up more handsomely than the theatrical cars, and there is quite a brish rental demand for them, but not for pur-chase, because generally the man with \$5000 or \$10,000 to spend would rather have his car built to order, which he can ensity do for that amount of money, Privatecar traveling is more expensive than the ordinary way unless a man has eight of 10 in his family, in which case it is really cheaper for him to hire a whole car. though very few seem to realize this. At any rate, the custom is growing, and, after awhile, I expect to see rich menthinking no more of owning a private car than a steam yacht."

Prompt relief in sick headache, dizziness, nausea, constipation, pain in the lide, guaranteed to those using Carter's little Liver Pills.

The Marshfield High School will open

NEW TODAY.

\$500.00 to \$50,000.00 For loans on most favorable terms. Municipal and school bonds purchased. W. H. Fsag, 306-7 Failing building.

## Chamber of Commerce, Portland, Or. Established 30 years, Offices in St. Lofew York, Chicago, St. Paul, Kansas Chenver, Montreal, City of Mexico, Seatleant,

HOTEL FOR SALE CHEAP.

The Thiel Detective Service Co.

not have system without organization. Tammany Hall is a perfect organization; therefore, a perfect system. That is why it is successful. We do not have any theories in Tammany Hall."

Great Demand for New Text-Books.

MEDFORD, Or., Aug. 15.—The teachers of Jackson County are more than anxious to secure the new school text-books. Teachers in the country districts all over the county are constantly calling at the book stores to see if the new books have arrived, so they can get sets and ar-