BOARD OF PUBLIC WORKS

SUPPLY OF VEHICLE TAGS AN UNSOLVED PROBLEM.

Chance for Some Local Genius to Relieve an Embarrassment Caused by the Steel Strike.

Where 9000 vehicle license tags are to be procured is a question that the Board of Public Works discussed at its meeting yesterday, but the problem was not solved. City Auditor Devlin explained that these tags must be on hand by October 1, in order to be made available for the last quarter of 1901. The strike of the steel workers in the East has caused most of the tag factories to close down, and a firm at Astoria has been communicated with on the subject, but could give no satisfactory reply. Mayor Rowe suggested that a number of old tags in possession of the city might be japanned and reprinted, but this the board considered impracticable. It was also suggested to have an isinglass cover placed over a lithographed tag. If this could be done it was thought the tags might be gotten up much cheaper than by purchasing the japanned tin tags as formerly. The color of the tags must vary at the beginning of each quarter, in order that license collectors may descry delinquents afar off. No conclusion was reached and there is evidently an opportunity for some inventive genius to devise a tag of home material, in order that Portland may be independent of steel trusts or strikes in this matter.

Faulty Street Work.

Faulty work in the macadamizing of Eleventh street, between Couch and Everett, was the cause of the contractors not being handed their check for the job yesterday. City Engineer Chase explained that the street had been gone over twice by the contractors and looked very neat after each finishing, but the heavy trucks of the Pacific Coast Biscuit Company, loaded with flour, had been turned about on the new pavement before it could harden and so the street is badly torn up again. "If we had plenty of rain," Mr. Chase said, "the crushed rock would have become cemented and the pavement would have hardened, but the long dry spell has kept the stones loose and so the job looks bad. We have put the contractors off one week already without their pay, and I don't know what we had better do about it."

Mr. MacMaster said he had investigated the work and he thought the crushed rock had not been broken fine enough.

The board will make an examination of the pavement Tuesday next, by having a trench cut across it, and if the stones in its makeup prove too coarse to go through a 2½-inch mesh, the work will have to be done over again.

Wanted: An Arc Light.

An arc light is badly needed at the intersection of Second and Taylor streets, according to County Recorder S. C. Beach, who was on hand, he said, representing over 900 voters, as seven lodges attended meetings in the A. O. U. W. Temple. The street at that point is also used at night by people attending worship at the Taylor-Street M. E. Church, and these would also appreciate an arc light very much. Mr. Chase said there was an arc light one block away, in all four directions, and the placing of an arc light at the corner in question would give that locality more light than is customary. However, if Mr. Maxwell was willing, an arc light might be taken from some place where it wasn't so badly needed and hung at the corner of Second and Taylor streets.

Cement Walks for Plaza Blocks.

Cement sidewalks for the Plaza blocks will cost $1250, according to the engineer's estimates, and the Auditor was instructed to have the work advertised. New stone walks, eight feet wide, will be laid along Third, Madison, Fourth and Salmon streets. Cement sidewalks have already been constructed on Main street, adjacent to the Thompson fountain.

Dangerous Sidewalk.

The condition of 600 feet of sidewalk on Terrace avenue was pronounced dangerous, and property-owners interested will be notified to repair it. The walk leads to Portland Heights up a steep incline, where the rains have washed out a deep ditch beneath. Richard Williams, who owns most of the property abutting, acknowledged receipt of notice at the meeting, and the sidewalk will probably be renewed forthwith.

SKIPPER TO FARMER.

Captain Fred Wilson Retires to Breidablick, His Country Seat.

Captain Fred Wilson, who has retired from steamboating and taken command of his stock ranch on Beaver Creek, back of Clatskanie, was in the city yesterday to collect the insurance on some 60 rods of his fence, which was destroyed by fire a few days ago. He has 750 acres under fence, and 500 acres not yet fenced. The timber has been cut off this land, but there was considerable brush on it, except 30 acres, which is a hay meadow. A great fire has been raging through the woods in that section of late, and crossed Captain Wilson's place in its march. He thinks he was very lucky to escape with the loss of only 60 panels of fence, especially as the fire left his land in condition for seeding to grain and making better pasture. He has 30 head of cattle on his place, and raised 10 calves this year, and, if he can inclose enough land, may some day rival Jesse D. Carr as a stockman.

Captain Wilson, who is of Scandinavian extraction, has named his place "Breidablick." In the Scandinavian mythology as set forth in the ancient sagas, "Breidablick" is a vast plain on which the gods used to sit and watch the doings of mankind and womankind. They appear to have become disgusted with what they saw, and have left "Breidablick," and the present place of their sojourning, or whether they sojourn in any place, is not known.

NO WORD FROM THE FENCE

Deputy Marshal Morse Out of Reach of the Telegraph.

The officials connected with the United States Marshal's office yesterday had their ears to the ground, figuratively, listening for the sound of cracking fence rails and the snipping of wire-cutters, as they felt certain that Deputy Marshal Morse was at work in the destruction of that part of Jesse D. Carr's fence which is located in Oregon. They will not be able to hear anything from Morse for a day or two, as the fence he is to tear down is far away from the telegraph. It is deemed improbable that any obstruction will be afforded to Deputy Morse in the performance of his duty in carrying out his instructions.

There are also good prospects of Carr's fences in California being torn down before long, and it is understood that there will be no trouble in securing all the willing hands necessary for this work. It will, however, have to be done under the supervision of the United States Marshal of Northern California, as although the jurisdiction of a Federal Judge in this district, under certain conditions, extends into California, the jurisdiction of a United States Marshal of this district does not, and it will be necessary for the President to order the Marshal of Northern California to tear down Carr's fences in his district before they can be demolished. It is not unlikely that such an order will be made before long, and then the winds can blow freely across Mr. Carr's 80,000-acre Government ranch.

B. F. JOSSEY KILLED.

Accidentally Shot Himself at His Home at Tucson, Ariz.

TUCSON, Ariz., Aug. 27.—B. F. Jossey, United States Chinese Inspector, was accidentally shot and killed this morning at his home in this city. The Coroner's jury returned a verdict of death by the accidental discharge of a gun.

Jossey heard a disturbance among his poultry during the night and went to investigate. A few moments later the report of the gun was heard. Mrs. Jossey ran out and found Jossey prostrate, insensible, with a gaping wound in his left breast. His gun which was about 18 inches long, was eight feet from him. The small stepladder which he attempted to mount, to fire over the fence into the poultry yard had fallen as he stepped on it, and his gun had evidently been accidentally discharged.

The fact that he was accused of complicity in the Chinese smuggling at Nogales at first aroused suspicions of suicide, but these were absolutely dispelled by the evidence brought out at the inquest.

Jossey was from Americus, Ga., and was appointed to his position by President Cleveland.

(Chinese Inspector B. F. Jossey, who was accidentally killed at Tucson, Ariz., and who had been implicated with others in Chinese smuggling at Nogales, was a Tacoma man, having once been a prominent candidate for Postmaster of that city. He was made Chinese inspector in the Treasury Department by Secretary Carlisle at the instance of Hugh C. Wallace. News of the shooting received here yesterday caused considerable surprise among United States officials who had come in contact with him in his official capacity while he was stationed here, and where he left unpleasant memories. He was a strange compound and many were undecided as just what to thing of him. He was overzealous in the discharge of his duties and so anxious to make a good record with the department that he could see only one side of a case. He appeared to think it was his duty to make as much trouble as possible for Chinese who came under his observation as inspector, and to deport them if possible, throwing all the burden of proof on them, and it was found on more than one occasion that he concealed the truth knowingly to carry his point. When a Chinaman was having a hearing on deportation proceedings Jossey was known to go on the stand and testify several times and to make his evidence more telling every time, and gave good reason for the belief that as emergencies arose in the case he made testimony to meet them. He frequently gave information to the court in such matters in advance, with the evident intention of causing the case to be prejudged, and this finally led to his removal from this district.)

STOLE $30 FROM TRUNK.

Arrests Follow Dabbling in Mysteries of Stud Poker.

Two hotel employes, C. C. Lee and J. C. Collins, both colored, were arrested yesterday by Detectives Ford and Cordano, charged with breaking open the trunk of another employe, J. Roberts, and stealing $30 in gold. Lee, Collins and Roberts all received their wages last Monday night, and shortly afterward, when Roberts went to his room, he was surprised to find the lock of his trunk broken and his money gone. It was discovered that Lee and Collins had left the hotel hurriedly, sooner than they should, and the detectives found that Lee had complained that morning of being short of funds. On investigation it was discovered late that night that Lee was playing stud poker at $1 and $2 ante.

Collins was first arrested, and, when questioned, he professed to have his feelings hurt when Cordano asked if he knew Lee. Collins said: "No." Lee saw the detectives coming from the lodging-house he occupied, near Third and Everett streets, and when he was arrested afterward he came with the officers willingly enough, but when searched he had only a few cents in his pockets. Collins had $12 when searched. The police have witnesses who can testify that Lee and Collins drank and slept together after the robbery took place.

COULD NOT LEAVE HIS LOVE.

Fifteen-Year-Old Lad Held by the Police for Safekeeping.

A bright-faced boy named Harold Lewis was an involuntary occupant of a cell at the police station last night, and he will be kept there until he steps aboard a train for his future home in Kansas, this evening. Harold recently went to live with a family he knows on East Twenty-first and Taggart streets, in preference to living with his own family, consisting of his father and two sisters. His father decided to return to Lawrence, Kan., and found Harold yesterday and told him so, but the boy refused to leave his newly found friends. The police suspect that the real attraction for Harold around Taggart street is the fact that he has fallen in love with a girl in that neighborhood and feels that he cannot leave her. In despair the father appealed to Officer Hawley, of the Boys' and Girls' Aid Society, and when Hawley found that the boy obstinately refused to go to Kansas and leave his sweetheart behind he took Harold to the police station for safekeeping until train time, as the father says he cannot leave his only son behind. The boy is uncommunicative as to the girl who has so suddenly struck his fancy, and says he prefers to keep his troubles to himself. He is only 15 years old.

Hopplckers.

The O. R. & N. Co. will, until further notice, operate the commodious steamer Elmore to Mission Landing and way points on Willamette River, carrying passengers only. Leave Ash-street dock, Portland, at 7:30 A. M. Quick service and lowest rates. Ticket offices Third and Washington and Ash-street dock.

Don't wait until you are sick before trying Carter's Little Liver Pills, but get a vial at once. You can't take them without benefit.

TO TRY PHILIPPINE WOOD

INITIAL ORDERS SENT BY PORTLAND MANUFACTURERS.

Ebony and Mahogany Cost Little More Than Eastern Oak Here—Prospect of a Good Trade.

Thomas McCusker, contracting freight agent of the Southern Pacific in Portland, is taking an active interest in the matter of introducing Philippine woods in this country. As a starter, Superintendent Campbell, of the City & Suburban Railway Company, has given an order for 4000 feet of ornamental wood from the Philippines, to be used in finishing new street-cars in the company's shops. This order is divided into four parts of 1000 feet each, and will include ebony, tindalo and gray and blood-red narra, which is the Philippine mahogany. This wood is expected to take the place of Borneo mahogany, known as ypie wood in the Philippines, which has been much used here in interior car finishings. It promises to give better satisfaction than the Borneo product, and is expected to supersede it entirely in this market.

Mr. McCusker has ordered 500 feet of the red narra and ebony, which he will cause to be made into furniture in Portland to show what may be done with it. None of this wood requires staining or painting. Narra is a close-grained, solid wood, somewhat resembling teak in its texture, and, like teak, it has the virtue of not deteriorating when built in contact with iron where it is not protected from moisture.

A surprising fact is that this fine wood from the Philippines can be laid down in Portland for $125 to $150 per 1000 feet board measure, while the common Eastern oak retails here for $120 per 1000. The cost of Philippine mahogany here is only about half as much as for the South American article. When the facts about the Philippine woods become generally known, it is expected a great deal of it will be imported at Portland for manufacture here and in the East.

Mr. McCusker and President Linn, of the Oregon Furniture Manufacturing Company, brought the Philippine woods to the notice of Eastern manufacturers some time ago, and they were greatly surprised at its merit and cheapness. One prominent manufacturer gave an order for a shipload of 2,000,000 feet or more. But about that time the Spooner law went into effect, imposing restrictions on the timber industry of the islands, and the uncertainty of getting such a cargo within a reasonable period was so great that it was not deemed best to accept the order. The slowest and most primitive methods are employed to get the timber out of the Philippine forests, and until there shall be improvement in that respect it will be impracticable to get large cargoes. A ship would be detained too long while the cargo should be gotten out. The restrictions of the law at first aimed to prevent the introduction of modern Western methods in the Philippine forests, but it is now found that this is not necessarily so, and it is expected that they will be opened up, subject to Government supervision, and that Portland will get the benefit of a considerable trade in those valuable woods.

Mr. McCusker is contemplating the building of a residence, the interior finishings of which will be entirely of Philippine woods. He thinks this will be a practical and efficient way of showing the beauty and value of those woods for such purposes.

FOR AN EAST SIDE PARK.

Movement to Get the City View Tract for a Public Park.

A meeting of the Clinton Kelly Sub-Board, East Side, was held last night, President T. M. Edmunds in the chair. A report was received from the school ground committee that the grounds were to be improved and other improvements made. Secretary Sutherland submitted a form of petition for free mail delivery. The territory described is bounded on the north by Section Line road, west by East Twenty-sixth street, east by city limits and south by the Oatman road. The limits were amended so as to include all territory north of section road not now served. The petition was adopted, and it was decided to make the matter special business at the next meeting, Tuesday, September 4. On motion T. J. Wilson was appointed to represent the board on the Hawthorne Park committee.

T. A. Wood introduced the following resolution:

Whereas, The City View Park would make one of the most beautiful parks in the United States if improved as it could be at slight expense; and,

Whereas, Its topography is such that while situated on the Willamette River, it commands a view of the City of Portland, a long sweep of the river and all of the snow-capped mountain peaks of the Cascade Range are visible from this section of the country. A portion of this beautiful park is made up of a natural lake, admirably adapted for aquatic sports, boating and bathing, with delightful islands shaded by venerable oaks. There are numerous living springs from which flows an abundance of water and can be easily transformed into perpetual fountains. This as a city park would be the pride of the city, and would constitute a popular and delightful resort where all classes could enjoy its beauty. It can be reached by street-car or boat from the center of the city in 15 minutes.

Resolved, That we most respectfully ask the Park Commissioners of the City of Portland to purchase City View Park and open it up as one of the parks of the city.

Mr. Wood supported the resolution with a strong address, in which he spoke of the necessity for the city owning a park on the east side of the river. He considered the City View Park as just the place.

Secretary Sutherland opposed the resolution. He said that "there was a nigger in the fence" concerning the City View Park. He said that he knew this from personal information. Kance he thought the board should take time to consider such a resolution before its adoption. W. W. Brotherton favored delay in the matter.

It was finally moved and carried that the resolution be deferred till next meeting, when the attendance should be larger and the matter should be thoroughly discussed.

It was moved and carried that the attention of the County Commissioners be called to the bridge leading south from the Powell road, just east of the old power house, as it is out of repair.

Committee on streets reported that the City Engineer agreed to urge the repairs on Hawthorne and Ladd avenue.

WHISKY TRAFFIC IN IOWA.

Saloonkeeper Tells of Better Conditions Under High License.

The liquor laws of Iowa are now more satisfactory to the people of the state than at any time for the past 13 years, in the opinion of A. J. Hankner, a saloonkeeper of Waverly, in that state, who is in the city. "We are governed by what is known as the Martin liquor mulct law," he said, "the 'mulct' being a local name for license. In our town of 4000 population we have four saloons, whose owners pay a license of $800 a year each. The minimum sate license is $500 a year, and each town may make it higher if it chooses.

"An Iowa saloon, run according to law, must have no blinds or screens upon its windows; neither can it be supplied with chairs, cards or billiards. The patron is supposed to enter, take his drink and depart, while all the passers-by can look at him, if they choose. No back entrances are allowed, and so drinking in saloons must be open and above board. As each saloonkeeper must give $6000 bonds to insure his compliance with the law, it does not pay us to risk trouble by evading it. Persons under the age of 21 are rigidly excluded, and we are not allowed to keep open on Sundays, holidays or election days. We can't even open our doors in the evening after the polls are closed. We must also close at 10 o'clock sharp every night."

Mr. Hankner has seen his state torn asunder in the struggle between prohibitionists and those who favored license, and he has seen a Democratic Governor elected in consequence. As Iowa's Republican majority ranges between 80,000 and 90,000 in normal campaigns, he realizes how deeply the liquor question cut into political affairs.

"I am much better satisfied with the present system than under prohibition laws," he said, "as a man might run his saloon for a few months or a year under prohibition, and then some one would get mad at him and invoke the law to close him up. The drug stores sold most of the liquor in prohibition days, and we could see more drunken men on the streets than now.

"The license keeps the number of saloons down, and thus they are kept out of the little villages. People come a long way to Waverly to get a drink, and as they spend money in the stores and hotels, Waverly profits by the high license law to the detriment of the rest of Bremer County.

"In Dubuque and the larger cities, however, very little attention is paid to the details of the law, and saloons are run on the same plan as those of the Pacific Coast. Towns along the Mississippi River on the east and along the Missouri on the west also do about as they please in the governing of their saloons, as Illinois and Nebraska are not so rigid in their liquor laws, and these influences spread across the rivers."

SOLDIERS LIVED HIGH.

They Raised the Money by Selling Government Property.

Government property consisting of clothing, uniforms and shoes, valued at about $500, was seized by Detective Weiner in second-hand stores along Front street yesterday and carted over to Vancouver Barracks. Some time ago it came to the knowledge of Government officials that blankets, uniforms, shoes, etc., bearing the Government stamp had been sold by soldiers to dealers in second-hand goods in this city, and it was supposed that most of the goods had been taken by soldiers from Government storehouses in Vancouver, San Francisco and other places. Suspicion was first aroused when soldiers were seen walking around Vancouver and Portland with more money to spend than usual. They bought two-bit cigars, ate expensive dinners and lived generally on the fat of the land.

Inquiries were made, and it was discovered that quantities of Government stores were missing, including some goods stamped with the mark of the United States Government. When the dealers who had bought the goods were approached they said they did not know they weer violating any law when they bought goods bearing Government marks. But the goods were taken from them, all the same, and it is said that there will be more developments in the situation shortly.

PERSONAL MENTION.

I. N. Day has returned from a business trip to Juneau, Alaska, and reports mining interests active.

A. P. Goss, president of the Bank of Sumpter, registered at the Portland last evening. He is on his way to Seaside.

Colonel John T. Grayson, of the Baby McKee quartz mine in Baker County, is at the Portland. He expects to move his family to Portland next month.

Mr. and Mrs. John Lamont left last night for Madison, Wis., where they have been summoned by the serious illness of Mrs. Lamont's mother, Mrs. Margaret Brown.

Captain Frank S. Bennett, of the Brigade Commander's staff, National Guard, is back from the coast, after a short vacation, and is busy again with legal matters at Justice of the Peace Kraemer's court.

NEW YORK, Aug. 27.—Northwestern people registered at New York hotels today as follows:

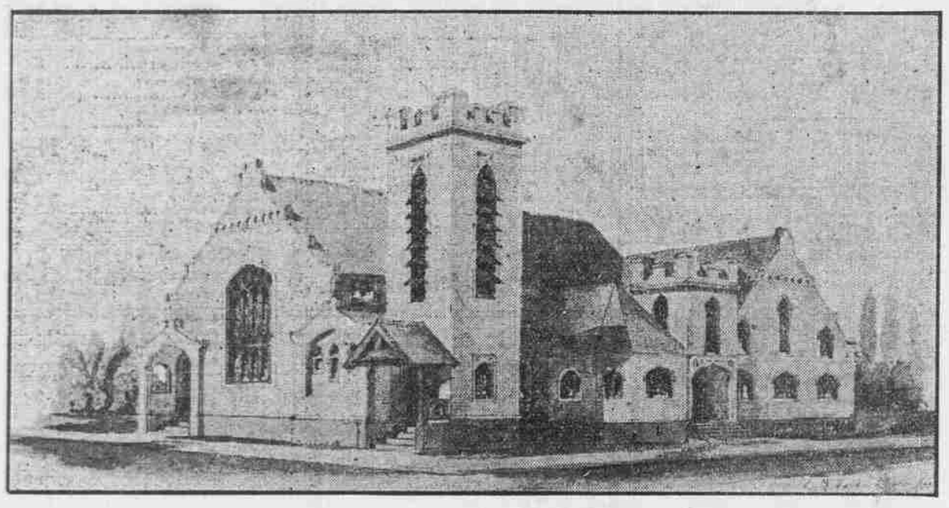
From Portland—Mrs. R. Cook, at the Criterion; J. J. Balleray, at the Gilsey.

From Port Angeles—J. Cain, at the Manhattan.

From Spokane—J. F. Humphreys, at the Grand.

Dr. Sanford's Liver Invigorator.
The best liver medicine. A vegetable cure for liver ills, biliousness, indigestion, constipation, malaria.

NEW CHURCH FOR THIRD PRESBYTERIAN CONGREGATION.



IN THE RAILROAD WORLD

TRAFFIC MEN OF LOWER COLUMBIA LINES CONFER.

Several "Foreign" Transportation Men in Town—Situation of Miller and Coman—New Plans Delayed.

Several outside transportation men were in Portland yesterday, and there was a conference of traffic officials of the Lower Columbia lines. These circumstances gave rise to lively speculation, but they were said to have been entirely without significance. Traffic Manager Woodworth, of the Pacific Coast Company, was in Portland to attend a funeral. Captain Edwin Goodall, of Goodall, Perkins & Co., of San Francisco, was on his way to Alaska, and missed train connections for Puget Sound, so he spent the day in the city. Each of these officials was accompanied by his wife. Wilbur E. Coman came in from Salt Lake City to visit his family, who have been spending the summer with relatives in Portland. He will stay in town two or three days.

In the afternoon at the office of Traffic Manager Campbell, of the O. R. & N., there was a friendly conference of the traffic officials of lines interested in transportation between Portland and Astoria, water and rail. At this conference there was only general discussion of the situation. It was officially given out that no definite results were reached.

The Railway Age, a Chicago railroad weekly, that reached Portland yesterday, had two items of special interest here. One was that R. B. Miller had resigned as assistant general freight agent of the O. R. & N. The other was that W. E. Coman had been appointed assistant general freight agent of the O. R. & N. Co., with headquarters at Salt Lake City. There is very good authority for the statement that neither of those items is true. Mr. Miller has not resigned, and Mr. Coman will not have his headquarters in Salt Lake City. There is even some reason to discredit part of the press dispatch sent out from Salt Lake City a few weeks ago to the effect that Mr. Coman had resigned the general agency of the Oregon Short Line in that city to take the position of assistant general freight agent of the O. R. & N. It is true that he has resigned the Salt Lake position, but it is said not to be altogether correct to say that he did so to accept the O. R. & N. office mentioned. Whether this is to be taken to mean that he is not to get the O. R. & N. office is what those who know fail to say.

Belief is gaining strength that the resignation of C. M. Hays from the presidency of the Southern Pacific has somewhat interrupted the consolidation programme that had been practically matured. This, it is said, may involve an extensive change of plans, and while this possibility shall remain open there is hesitation about proceeding to carry out the new programme. It may be that his move will not greatly disturb the arrangement, but there is little doubt that delays will result from it.

CONSOLIDATION OF OFFICES.

Changes in the Union Pacific and Southern Pacific Announced.

CHICAGO, Aug. 27.—Traffic Director Stubbs, of the Southern Pacific and Union Pacific Railroads, announced today the changes in the general offices that will be effected under the consolidation of the traffic departments of these two lines in different cities of the country. The Chicago offices of the two systems will be consolidated under W. G. Neimyer, of the Southern Pacific. He is made general agent in Chicago, with general supervision over the agencies of the two lines in Pittsburg, Cincinnati and Detroit. J. H. Lathrop will be general agent in St. Louis, with general supervision over the Southwest. H. W. Nathan will have entire charge of the Southeastern territory, with headquarters in Atlanta, Ga. H. Kalil, with the title of assistant general traffic and passenger manager, will have supervision over the Kansas City territory, with headquarters in that city. The Union Pacific agencies in Sioux City and St. Paul will be abolished, and the business transacted through the general offices of the Union Pacific in Omaha. The territory east of Pittsburg will be under the jurisdiction of Assistant Traffic Manager Hawley, in New York.

CLEVELAND, Aug. 27.—The offices of the Southern Pacific Railroad Company in this city have been ordered closed September 1, in keeping with the policy to consolidate all of the outlying offices of the Southern Pacific and Union Pacific Companies.

WILL SPEND FORTY MILLIONS.

Vast Sum for Betterment of Southern and Central Pacific Systems.

NEW YORK, Aug. 27.—It was semi-officially announced today that the directors of the Union Pacific have outlined plans which will call for the expenditure of $40,000,000 on the Southern and Central Pacific systems, to be equally divided between them. This will be chiefly for improvements, in order to put those roads in perfect physical condition.

Such a vast amount of money will not all be expended at once, but will be scattered over several years' time. At the start the surplus net earnings will be used. The principal improvements of the Central Pacific are a tunnel through the Sierra Nevada Range, to cost $5,000,000 or $6,000,000, leveling of grades, taking out of curves and laying of heavier rails so as to permit of handling greater traffic and running faster trains.

The improvements in the Southern Pacific system will include the relaying of nearly the entire main line with heavier rails, the changing of motive power from steam to oil on several divisions, the purchase of oil lands and general repairs to the roadway.

Injunction Against Scalpers Denied.

BUFFALO, N. Y., Aug. 27.—The application of the Lackawanna Railroad Railroad Company for an injunction restraining 61 ticket brokers doing business in Buffalo from dealing in special Pan-American excursion tickets issued by that road, has been denied by Judge Hazel, of the United States Circuit Court, and the order granted some time ago restraining such sale during the argument of the case has been vacated. The court holds that the railroad company has the right to make special contracts with individual purchasers of tickets and that the purchasers cannot violate such contracts by selling their tickets. On the other hand, it denies the applications for an injunction because the Lackawanna is a member of the Trunk Line Association, known as the "pool," which combines to fix rates in violation of the law, and, therefore, is not entitled to redress in an equity court.

Bought by Canadian Pacific.

MONTREAL, Aug. 27.—The Canadian Pacific Road has purchased the control of the Kingston & Pembroke Railway. This line was built in 1874 from Kingston, Ont., to Renfrew. The executors of the Flower estate, of Watertown, N. Y., hold a large part of the stock, and the rest was held in Kingston. B. W. Folger, of Kingston, disposed of 75,000 shares to the Canadian Pacific Road. The Canadian Pacific is credited with a plan to handle grain brought down by vessels to Kingston by train to Montreal through its new line. The president of the Canadian Pacific Railway, T. G. Shaughnessy, confirmed the news of the purchase.

To Abate Smoke Nuisance.

NEW YORK, Aug. 27.—A plan for the abatement of the smoke nuisance in the tunnel of the New York Central Railroad in this city has been prepared, and is said to be ready for submission to the directors. It is the purpose, under this plan, to operate all the suburban trains by electricity. This suburban traffic is now enormous, and when the smoke from these trains is done away with and a better system of ventilation is complete, it is believed that there will no longer be cause for complaint.

Seaside Resorters From Idaho.

An excursion party of 325 persons came in from Boise yesterday morning on the O. R. & N. train, which had three extra sleeping cars for their accommodation. The excursionists remained in Portland until 1:15, when they boarded the steamer Potter for a season at Long Beach. This excursion was under the auspices of the Boise News. Low fares were granted, and the tickets have 10 days' limit. The purpose is to introduce Boise people to the pleasures of the seaside, and it is expected that a considerable volume of travel from the interior to the ocean beach will develop by cultivation.

New Northern Pacific Train.

Commencing next Sunday, September 1, the Northern Pacific Railway Company will place an additional passenger train in service between Seattle and Spokane. This will be a limited four-car train, and will leave Seattle at 1:15 P. M., arriving at Spokane at 6:45 A. M., and leave Spokane at 7:30 P. M., arriving at Seattle the following morning at 9.

Rio Grande Auditor Resigns.

SALT LAKE CITY, Aug. 27.—Auditor Theron Geddes, of the Rio Grande Western road, has announced his resignation to take effect September 1. Assistant Auditor John F. Evans becomes assistant auditor of the Denver & Rio Grande system also, with headquarters at Denver. Mr. Evans and his official staff leave for Denver Thursday.

Railroad Notes.

It is announced that the Oregon Short Line will reduce its passenger rates in Idaho from 5 to 4 cents per mile, to take effect not later than January 1. Utah has had the 4-cent rate some years.

The annual meeting of the stockholders of the Union Pacific Railroad Company will be held in Salt Lake City at noon, Tuesday, October 8. Books for the transfer of stock will close September 3. Fifteen directors will be elected at the meeting.

HONOLULU COURT DISPUTE.

Legal Tangle Over the Habeas Corpus Decisions.

HONOLULU, H. I., Aug. 20, via San Francisco, Aug. 27.—The Attorney-General's Department and the First Circuit Court appear to be at loggerheads over the habeas corpus decisions rendered by Judge Gear, in which he has decided that the Constitution of the United States was extended to Hawaii by the Newlands resolution. Gear declared that there was no appeal from his habeas corpus ruling in the matter of the prisoners convicted on the verdicts of nine jurors, but Attorney-General Dole insisted on taking an appeal to the Supreme Court. In the meantime Judge Gear called a grand jury to indict the prisoners he released, so that they might be tried again on the old charges. He instructed the jury to take up the cases, but the Attorney-General is reported to have advised the jury that the prisoners had been legally convicted before. Foreman L. C. Abels, of the grand jury, and Deputy Attorney-General Cathcart had consultations with Chief Justice Frear on the subject, and reported that they had been informed that the appeals were to be heard. When Gear heard of the matter he called the jury into court and discharged it from duty, the discharge to take effect on the completion of business already begun. In doing so Judge Gear severely criticised Chief Justice Frear for having, as alleged, consulted with the grand jury foreman of Gear's court.

The day following these proceedings, the attorneys for the released prisoners submitted to the Supreme Court that Justice Perry was disqualified from hearing the appeal, having heard and decided the case as a Circuit Judge. Perry was the Judge who found the indictments and tried the cases, sentencing the prisoners, and it is held under the organic act of Hawaii and other statutes that he was not qualified to hear the appeal on points he has previously decided. The Supreme Court has not yet ruled on the question.

Immigration Commissioner J. K. Brown has received from Washington a ruling, sent by the Treasury Department, to the effect that Chinese in the United States cannot come to Hawaii. Two Chinese arrived here last Friday from San Francisco, and were refused permission to land. Habeas corpus proceedings were brought before Judge Estee, and are now being heard.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.

BABY PICTURES

A book of happy, healthy, handsome babies, which gives their names, tells where they live and what their parents say about them.

The book also tells something about Mellin's Food—what it is—how it is used—why it is needed, etc.

You can have this book by sending us your name on a postal card.

Mellin's Food contains the nutritive elements for the flesh, bones, muscles and teeth; in fact, it nourishes the whole system and provides for a perfect and normal development.

MELLIN'S FOOD COMPANY, BOSTON, MASS.

RED HOT COOLERS
HAZELWOOD ICE CREAMS and SHERBETS
Put up in all shapes and flavors
Hazelwood Cream Co.
BOTH PHONES 154 382 WASHINGTON STREET

BUSINESS ITEMS.

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

Muscular pains, eruptions, burns and all skin afflictions cured by Greve's Ointment.

Parker's Hair Balsam is life to the hair.

Pure blood is necessary to enjoy perfect health. Hood's Sarsaparilla insures both.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Aug. 27.—Maximum temperature, 70; minimum temperature, 53; river reading at 11 A. M., 4.8 feet; change in 24 hours, —0.2 foot; total precipitation, 5 P. M. to 5 P. M., none; total precipitation since September 1, 1900, 42.87 inches; normal precipitation since September 1, 1900, 40.71 inches; deficiency, 3.84 inches; total sunshine August 26, 1900, 1:37; possible sunshine August 26, 13:36.

PACIFIC COAST WEATHER.

STATIONS.	Max. temp.	Precipitation last 12 hours.	Wind. Velocity.	Wind. Direction.	State of weather.
Astoria	66	0.00	8	NW	Pt. cloudy
Baker City	72	0.00	6	NE	Clear
Bismarck	98	0.00	12	N	Clear
Boise	80	0.00	6	W	Clear
Eureka	58	0.00	6	NW	Clear
Helena	76	0.00	14	NW	Pt. cloudy
Kamloops, B. C.	76	0.00	...	...	Pt. cloudy
Neah Bay	60	0.00	6	NW	Clear
Pocatello	80	0.00	10	W	Clear
Portland	70	0.00	10	NW	Clear
Red Bluff	98	0.00	8	NW	Clear
Roseburg	80	0.00	8	NW	Clear
Sacramento	94	0.00	8	S	Clear
Salt Lake	86	T	14	NW	Clear
San Francisco	58	0.00	18	SW	Cloudy
Spokane	76	0.00	*	SW	Pt. cloudy
Seattle	70	0.00	8	NW	Clear
Walla Walla	80	0.00	*	SW	Clear

* Light.

WEATHER CONDITIONS.

No rain of consequence has fallen in the Rocky Mountain or Pacific Coast States during the last 24 hours.

It is warmer in Washington, Oregon and Northern California, and cooler in Idaho and Montana.

The indications are for fair weather in this district Wednesday, with slightly higher temperatures.

WEATHER FORECASTS.

Forecasts made at Portland at 8 P. M. for 28 hours ending midnight, August 28:

Portland and vicinity—Fair; slightly warmer, northwesterly winds.

Western Oregon—Fair; slightly warmer north portion; northwesterly winds.

Western Washington—Fair; slightly warmer, except near the coast; northwesterly winds.

Eastern Oregon and Southern Idaho—Fair and slightly warmer; westerly winds.

Eastern Washington and Northern Idaho—Fair; south to west winds.

EDWARD A. BEALS, Forecast Official.

SEPTEMBER WEATHER.

Official Record Covering a Period of 29 Years.

The following data, covering a period of 29 years, have been compiled from the Weather Bureau records at Portland, Or.:

Temperature—Mean or normal temperature, 61; The warmest month was that of 1888, with an average of 66. The coldest month was that of 1876, with an average of 53. The highest temperature was 93, on September 11, 1886. The lowest temperature was 36, on September 21, 1895. Average date on which first "killing" frost occurred in Autumn, November 26. Average date on which last "killing" frost occurred in Spring, April 15.

Precipitation (rain and melted snow)—Average for the month, 1.75 inch. Average number of days with .01 of an inch or more, 8. The greatest monthly precipitation was 4.33 inches, in 1884. The least monthly precipitation was 0.09 inches, in 1873. The greatest amount of precipitation recorded in any 24 consecutive hours was 1.27 inches, on September 20 and 21, 1898.

Clouds and weather—Average number of clear days, 12; partly cloudy days, 10; cloudy days, 8.

Wind—The prevailing winds have been from the Northwest. The highest velocity of the wind was 45 miles, from the south, on September 2, 1897.

EDWARD A. BEALS, Forecast Official.

NEW TODAY

Auction Sales
Geo. Baker & Co.
Short Notice Auction Sale
TOMORROW, THURSDAY

We sell the ENTIRE FURNISHINGS of a seven-room house, moved to CENTRAL AUCTION ROOMS last night for positive sale; owner and family leaving city in a hurry; fine goods and plenty of it. Sale tomorrow at 10 o'clock, cor. Alder and Park.

GEO. BAKER & CO., Auctioneers.