MULTNOMAH FIELD A CAMP LAST NIGHT.

Three Companies Competed-Decision Will Be Made Monday-Fine Willamette Valley Display.

By far the largest crowd of the season attended the Exposition and Carnival last night. The clearing weather left an aucrisp air, a harvest moon swam enticingly in a dapple sky and the people went forth by thousands to see the big Fair and hear the music. The feature of the evening programme was the competitive drill.

Wonderful Display of Products. The industrial and trade displays were sarticularly interesting, probably on account of the better weather and the larger crowd. The agricultural exhibit spruced up notably and drew a great many ad-siliers. This department is under the patronage of the two Oregon rallroads of the Harriman group—the Southern Pacific and the O. R. & N. Co. The Southern Pacific has not only broken its record for displays of agricultural products and wares along its Oregon lines, but it has broken the record for any Oregon railroad in a similar line, and this must be recog-nized as a notable achievement when the enterprise of the O. R. & N. Co. in this

Real genius has been displayed in the arrangement of the Southern Pacific's exhibit. There is a fine large apple tree, transplanted from a Rogue Valley orchard, bearing a generous load of red-cheeked fruit, but dropping some of it on the green sward that covers his roots. There is a real hopyard with a scohe of vines rather more than normally laden with fragrant fruit, and a structure of three-score of bales of hops bears a plac-ard with this interesting legend:

The Willamette Valley hop crop for 1900, tributary to the lines of the Southern Pacific Company, was 80,000 bales, aggregating 12,-200,000 pounds. It required 1250 cars to transport the same, which, if stretched into one continuous line, would extend over a dis-tance of 10 miles in length. This quantity of hops will make 608,000,600 gailons of beer.

He who has been taught that corn is iot a good crop for Oregon hardly becornstalks, with great ears gleaming through the ripened husks, grinning with satisfaction and showing beyond possible the Willamette and Rogue River Valleys where these specimens came from. Many of the stalks exceed 13 feet in length, and lows or Nebraska would have to stand tiptoe to equal them.

Grain of all kinds adorns the exhibit

and the building. The plain columns are capitaled with serried rows of wheat and barley, and red-berried asparagus is banded below. Outs are woven into streamers that droop from piliar to post, and are railed along the plain walls. Rye seven feet tall stands in a corner, and the tall-est man looks up to it. As to grasses and pumpkins, and melons and squashes, and beets and furnips, and potatoes and toma-toos, and green and preserved fruits, pepthere is no end, and they are all creditable specimens for any land. Some novel art work in grains attracts attention, such as a large ship, a donkey, a plow, an eagle with shield, and over in the O. R. & N. section a full railroad train. There is a large facsimile of the Southern Pacific dating stamp or trade-mark made of Willamette Valley wheat, some of the wheat specimens bear spiny some of the wheat specimens hear spiny beards as long as six inches. An interesting display of flax in various stages, from that freshly pulled to the retted fiber, comes from Belo. Clackamas teasels and sunflowers from everywhere are in the collection. The agricultural experi-ment station at Corvallis is represented by a large number of specimens. Such manufactured wares as flour pine-needle mattresses and fruit-evaporators are in-cluded in the Southern Pacific display. The variety and excellence of the specimens and the admirable arrangement are to be set to the credit of General Freight and Passenger Agent Miller, who was assisted by Traveling Preight Agent Louns-bury and all the agents and many of the Southern Pacific lines. It is the first con prehensive exhibit ever made of the prodets of that territory, and it is in every

Good Amusement Features. The amusement features of the exposi-

tion and carnival are unusually good ear, and the attractive programmes unobtedly draw a large percentage of the tal To feet high is the central feature and decidedly dangerous. Hermann made the ride yesterday both afternoon and evening, and each performance was viewed by thousands. The descent was made in safety, but the possibilities of a tragic interruption should an accident occur impresend the audiences, and sighs of relief were audible when the rider glided from the incline to the ground and back-pednied vigorously to check the speed gained

an Oregonian reporter Hermann said that the countless successful performances of the feat had not by any means removed the sense of the dangerous result of an accident while coming down the stairs. "I have never been hurt while on the incline," said Hermann, "but that doesn't prove that I still will always be is fortunate. Performers who attempt difficult feats sooner or later meet with ancidents, and it may be my turn next. How do I feel during the ride? I hardly think one has time to analyze his feelings during the brief two seconds consumed in raversing the distance from top to bottom. My work is cut out for me from the moment I start from the top until I land safely at the bottom. It isn't longtwo seconds-but a lot could happen if things went wrong, and my mind is en-tirely occupied in seeing that they don't

Curlous, isn't it, that the only accidents have been after the wheel has left the incline and is on the straight-away path? In one instance the frame broke and I was tossed a considerable distance -fortunately without any serious harm, On another occasion one of the pedals broke, and I went shooting through the air with an impetus sufficient to cause ral painful bruises as the result of fail. Of course, I take all the precautions that can be thought of. The wheel is an ordinary road machine, and is no more strongly built than the aver-I examine it carefully before making the ride and test the different parts to detect any sign of weakness. These precautionary examinations frequently reult in discoveries that if unnoticed would

"Usually, in making a ride of this sort, the performers have a line painted in the middle, running from top to bottom, and keep as close to this as possible. I have no guiding marks of any nature, and trust entirely to my own judgment to keep sufficiently near to the center not

In addition to Hermann, an attractive vaudeville programme is presented both fternoon and evening in the music hall. The Christians, in a novel skating act, are entertaining and their turn has the charm of novelty. Difficult evolutions, fancy figures and acrobatic stunts are cleverly done by the two performers. The quartet of Alpine Yodlers introduce songs of their country, with side excursions into grand operas in German and English.
All Zada the Oriental necromancer, has budget of interesting feats in magic and has proved a favorite with the audi-The feature of the bill is reserved for the last—the Lundgreens, in a sensa-tional revolving ladder act. That the people appreciate it is shown by the fact that they wait for the turn, although it is the last on the programme. In the east wing, a Punch and Judy show holds

tentainment provided. The DeCaprio band concerts between the other attrac-The DeCaprio tions are listened to by large crowds and

excellent music is provided. Military Drill.

Thousands of people were scattered over Multnomah Field while the military companies were competing on the oval. The bright are lights and a dozen calcium lights threw a glare over the field that made every movement of the soldiers as plainly visible as if the drill had been conducted in the broad light of day. On the oval, sawdust had been spread, giving the men a solid footing and making the field clean and smooth in appearance. The companies of the regiment made

their appearance at 8:30, headed by the Third Regiment band. The soldlers marched straight into the Exposition building, and down the stairs into the field, the noise of the bugles, the music of the band, and the quick, sharp commands of the officers drawing the crowd from all points of the building, and causing a flutter by their unexpected entry.
The four companies, C. E and F, of the
Third Regiment, of Portland, and Company A, of Eugene, of the Fourth Regiment, marched onto the field in command of Lieutenant-Colonel Jubitz, and with the band at their head were put through the formations for dress parade, and later passed in review before the judges of the competition, Colonel James A. Jackson, U. S. A.; Major Eastman, of the Twentyeighth United States Infantry, and First Lieutenant Harry Mitchell, of the artillery branch of the service. The guardsmen put up an excellent appearance, and the attentive way the orders were executed and the general excellence of all the companies indicated what was soon demon-strated, that the contest was to be exceedingly close,

Companies B and D, of Seattle, which had entered the drill, did not arrive, and a telegram was read from First Lleu-tenant W. M. Inglis stating that the com-panies would leave Seattle this morning, arriving at 5 P. M., to compete in this

evening's contests.

The companies competing last night for the prize of \$100 and a second prize of \$50 were Company A, of Eugene, in command of Captain Huston; Company F, of Portland, in command of Captain F. S. Baker, and Company C, in command of Captain Arthur Ciothier. The first company of the print of the pany to march on the field after the regi-nental drill was over was Company A, of Eugene. The company put up an excellent appearance, marched in good order and was prompt to a man in the execution of orders. The men were put through the manual of arms by counts, the manual without counts, then the company drill, and at last stacked arms and went through the setting-up exercises. The judges, representing the cavalry, infantry and artillery branches of the United States Army, kept a sharp watch upon all these movements, and marked the company upon the way each order was executed. The Eugene lads showed good training and discipline, and when they murched off the field to give way to Company F, Captain Baker in command, they received hearty applause from the spec-

The first Portland company was steady as a veteran organization, and went through the manual of arms with few individual breaks. The men were of a more uniform size, and if anything were more is a unit in executing the orders than the Eugene company. Company F went through a test that demonstrated their steadiness. They had just completed part of the company drill when the prepara-tions were made for Hermann's daring ride. A minute was given for rest, and just as the red lights began to flare and the cyclist was seen to mount his wheel to make the descent, the order "Atten-tion" was given. The men faced the other way from the attractive spectacle, and went through the maneuvers like automa-tons, while the attention of the crowd was diverted to the sight of the whizzing form of the bleycle rider dashing down the inand shouts of wonder, not one of the company lost his head nor falled to give attention to his company commander.

The last company to go through the drill was Captain Arthur Clothier's, Company C, also of Portland and the Third Regiment. His company had had a long and tedlous wait before starting on the field, but the movements were gone brough with precisely and with spirit. Captain Clothier had his men in excellent control, and they fully equaled the other ontestants in steadiness. By this time the crowd had thinned somewhat, and the stimulus of applause was absent. This did not cast a damper on the spirits of the men, who went through the drill

od this smoothly and in excellent unison, The fact that the prizes are not to be awarded until next Monday evening, when Governor Geer will make the presentation to all the prizewinners, made specu-lation rife as to the company making the best showing last night. Each company had partisans, and each had special points of merit. The decision will be a close one whichever one is awarded the

"I wouldn't want to be a judge," remarked a prominent officer of the National Guard last evening after the drill was finished. "I believe if I were a judge I should wait to see how the other judges voted and swing with the majority."

The military programme for this even ing will be more interesting than last night's, which was especially designed to stimulate close attention in the guardsmen to the details of the manual of arms. Tonight five companies, including the two from Seattle, will go through the dress parade and review, commencing promptly at 8:30, and will then drill in separate companies in close-order movements, and the school of the company, consisting of a wide variety of sharply-executed company maneuvers. Saturday evening will also be one of the best military nights, the companies competing in the extendedorder drill, being marshalled into skirmish vided with blank ammunition, so that the rattle of guns and the flash of powder will be added to the picturesqueness of the drill, seen under the glare of electric

Free for School Children. School children, under 12 years of age, may visit the "Lunette" show free on Saturday afternoon from 2 to 4 o'clock,

TODAY'S PROGRAMME.

Afternoon, 2-Music Hall. DeCaprio's Military Band, DeCaprio, di-

men" Bieta
All Zada
March—"The Four Kings" Waldon
East wing, 3:30 P. M., Punch and Judy. Afternoon-Multnomah Field.

Hermann Grand selection—"Carmen"...... Bietz

Serpentine dance
Hermann.
"Spanish Fantasia" Misoud
Marct—"Regulator" Heed Evening, 8-Music Hall. DeCaprio's Military Band, A. DeCaprio,

Christians
Waitz—"Dante in Paradise".....DeCaprio
Intermission, 15 minutes.

PART II. Grand selection—"Satanella". Balfe Alpine Yodlers "Pilgrims" Chorus," from "Tann-bauser". Wagner

Evening—Multaomah Field.

(Rain or shine).

(Rain or shine).

Close-order movements, Companies B, C, E, F, G, Third Regiment, O, N, G, Portland; Companies A and D, Fourth Regiment, Co. N, G, Eugene and Woodburn; 'Companies B and D, First Regiment, N, G, W, Seattle.

During the tournament the Third Regiment Band, J, H, Everest, director, will render the following 'programme:

March—'With U, S, Infantry'', Rockwell Overture—'The Headlight'' Dewitt Waltz—'Tout Paris' Waldteurel Cake-walk—'Chewin' the Rag''

Selection—'Floradora' Stuart Picolo solo—'The Skylark'' Cox

Mr. Paul Bathe.

"American Dance—Characteristic' Bendix March—'Oregon Volunteers'' Roos

9:30 P, M., Hermann, In his perilous bicycle ride down stairway 75 feet high.

Grand Pyrotechnic Display—10 P. M.

Grand Pyrotechnic Display-10 P. M.

(Weather permitting.)
Opening salute.
Illumination of foliage.
Rockets with hanging chains of fire.
Huge triple wheel, 35 feet in circuming. Ariel shells of jewels. "Folly of Henry Cobias." Reproduc-of Santos-Dumont airship flying is the grounds.

s the grounds.
Flower-pots.
Volley of silver saucessions.
Snakes and butterfly.
"Come Again and Don't You Forget (Comic sketch.) 11. Batteries of amethysts. 12. Eruption of magnesium effects. 13. Rockets with electric leaders. 14. Home, Sweet Home.

MAY BE SIGNIFICANT.

Possibilities in Connection With Embarrassed Northwest Railway.

BAKER CITY, Or., Sept. 26.-There is good reason to believe that something of interest to all of Eastern Oregon in a railroad way will develop soon after the sale of the property and franchises of the Northwest Railroad, which is advertised to take place in this city October 18. This road was projected several years ago, and about 20 miles of grade was completed from Huntington along the Oregon shore of the Snake River toward the Seven Devils country. Financial trouble overtook the promoters, and the property thrown into the hands of a receiver, where it has remained ever since cently the receiver advised the court that it would be best to sell the property and franchises of the road at public auction. and it has been so ordered by the court, A few days ago Lieutenant Edward S, Farrow, a mining and rallroad envincer up the records in regard to the road, in the interest of the Mexican Trust Company, of New York, a corporation that is interested in the building of several Western railroads and other investment enterprises. It is understood that it is the intention of the company to purchase the road and at once complete it as far as it. is graded, and next season it is to be ex-tended to Lewiston, Idaho, The noted Iron Dyke copper mine is

owned by people who are said to be back of the project to purchase the road. Lieutenant Farrow has made an examination of this mine, and he has advised that \$50,000 be expended for the purpose of developing the mine, and he also con-firms the report of New York, Denver and Salt Lake mining engineers that there is 23,000 tons of copper ore in sight which will average from 4 to 15 per cent copper. Several assays have been made from ores from the mines in the vicinity of the Iron Dyke, which Lieutenant Far-row has verified recently, and they run from \$76 to \$121 to the ton.

In addition to the talk of a road from Huntington, Lieutenant Farrow has intimated that a branch road from this city to Ballard's Landing, on Snake River, connecting with the main line, is among the possibilities.

No Extensive Cutting by Western or Eastern Lines. NEW YORK, Sept. 26.-The Journal of

ommerce says: 'Although reports of extensive ratebeing widely circulated, officials of trunk lines and Western lines, and shippers as well, declare that rates are being well maintained, and that, in fact, the situation has rather improved in this respect and that rates are firmer than they have been for several months past. It s sald that rates out of New York to all Missou. ri River points are being well maintained and there is no cause of complaint over the situation in any part of this terri-

Rates to St. Paul are in bad condition, but this is nothing unusual and is ac-counted for by the competition of the Lake transportation routes. This, however, will soon be remedled, it was said, through the closing of Lake navigation, and the Western lines have already ancounced an advance in rates in anticipa- the influence of liquor. tion of this, the new tariffs going into effect October 21.

"In this connection it is interesting to note, also, that trunk line officials are now considering further changes in clasdification, which, if adopted, will practicrease rates on many kinds of

HAYS LEAVES OCTOBER 1.

Has So Notified Heads of Southern Pacific Departments. SAN FRANCISCO, Sept. 26.-The Call

will say tomorrow: "Charles M. Hays, president of the outhern Pacific Company, severs his connection with the corporation October 1. All the heads of departments have been notified by Mr. Hays that he leaves the company on that date."

The Islander Inquiry.

VICTORIA, B. C., Sept. 25.—At the steamer Islander inquiry today, the sec-ond officer, who had been on the bridge with the pilot, swore that the pilot had not been drinking, at least he could not notice liquor on him. The evidence of the bartender was to the effect that the captain only had one drink at the bar on the night of the accident. Two bottles of Scotch whisky went to the saloon for a party of about a dozen, including the captain, who was sitting there. He saw the steward calling the passengers by knock-

Railroad Notes. Special rates to the Buffalo Exposition will apply on only two more days from Portland, October 1 and 15.

A. A. Schenck, formerly of the engineer corps of the old Oregon Pacific Rall-road and later with the New York Central, at New York, is now division engi-neer of the Chicago & Northwestern, with headquarters at Boone, Ia. The dining-car service that is now op-erated on the Southern Pacific between Roseburg, Or., and Red Bluff, Cal., will extended southward to San Francis-beginning next Sunday. Thereafter

tween San Francisco and Roseburg, hours of arrival and departure at

all passenger trains will carry diners be-

The ideal trip across the Continent, es, pecially at this time of the year, is via the Rio Grande roads, known as the "Scenic Line of the World." In addition to going fhrough Ogden, Salt Lake City, Glenwood Springs, Pueblo, Colorado Springs and Denver, with the privilege of a stop-over at any of these points, you have a daylight ride through the heart of the Rockies, the scenery of which is surpassed nowhere. By stopping over in the Mormon capital, you have the opportunity of a bath in the Great Salt Lake, Nature's famous sanatarium.

Through Pullman and dining-car service, Popular weekly tourist excursions.

Popular weekly tourist excursions.
For rates and descriptive pamphlets, address,
J. D. MANSFIELD,
124 Third street, Portland, Or. Avoid harsh purgative pills. They make you sick and then leave you constipated. Carter's Little Liver Pills regulate the howels and cure you

GLAMORGANSHIRE AND SUSSEX HAVE CLEARED FOR EUROPE.

reach Bark Nantes Finished-British Ship Nelson Arrives After Fast Passage.

The first ship; of the 1901-02 barley fleet cleared from Portland yesterday, the Glamorganshire and the Sussex carrying over 180,000 bushels of barley and 126,533 bushels of wheat. The steamship Glamorganshire was cleared by Balfour Guthrie & Co., and goes to St. Vincent for orders. She carries over 6000 tons of cargo, of which there is 102,325 bushels of barley and 119,283 bushels of wheat, Kerr, Gifford & Co. dispatched the British bark Sussex with 78,470 bushels of barley, and 7250 bushels of wheat. The departure of these vessels brings the departure of these vessels orings the fleet for the season to date up to an even dozen ships. There are 15 still in the river to load, and about a dozen due within the next 30 days. The Glamor-ganshire left down the river, drawing 23 feet, and will go through to Astoria without any trouble, as both the Hilston and Galgate, drawing nearly that much water, were taken down without touching when the water was at a lower stage than it is now. The French bark Nantes finished loading last evening, and will clear today. She was loaded by the Portland Flouring Mills Company, and has aboard 116,000 bushels of wheat. The Mahel Pickwers, which will be the last Mabel Rickmers, which will be the last ship of the September fleet, will finish Monday, making a fleet of seven ships for Europe, and two steamships for the Orient and Siberia, the cargoes (flour included) aggregating about a million bushels of grain, an amount slightly in ex-cess of that for the corresponding month last year.

FLOUR TRADE BETTER.

and Stocks Are Decreasing.

The Oriental liner Knight Companion will finish her cargo today and will get away for the far East tomorrow. While she is taking out a big shipment of flour, there will still be some good-sized offerings for the next steamer to follow. The flour trade in the Orient is at last on the up grade, and some heavy sales are reported, although most of the busi-ness that has yet been worked is at low figures. Late mail advices from Hong Kong report stocks as moving off more rapidly. On the last week in August there was 800,000 quarter-sacks of Oregon and Washington, and 150,000 quarter-sacks of California on the Hong Kong docks. As but light shipments had been made from this coast for a long time the demand was sufficient to rapidreduce these stocks, and from now coast shippers, one firm having 200,000 sacks spoil on their hands and selling it in damaged condition at a loss of over \$1 per barrel.

Japan has been a good purchaser for the past three weeks, but has slacked up a little this week, and is making lower offers again. Some sales have been made recently on cable orders as high as \$2.50 per barrel, and others as low as \$2 20, the latter, however, being no criterion as to the tone of the market. The Knight Companion will take out about 40,000 bar-rels, and the next steamer to follow her nearly as much.

THE ISLANDER INQUIRY.

Conflicting Testimony Regarding the Intoxication of the Captain.

VICTORIA, B. C., Sept. 25.-When the inquiry into the Islander wreck was resumed today. H. Puddicombe, of Tacoms a passenger, stated that from the appearance of the captain, he had formed the impression that he was under the influ-ence of liquor. Pressed by Mr. Davis, counsel for the Canadian Pacific Naviga-

captain seemed to be pulling himself to-gether. Chief Officer Neroutsos was put through a strong examination by Mr. Bodwell, for the Attorney-General's department. He denied that Captain Leblanc, the pilot, was intoxicated. He was with him on the bridge from 7:45 P. M. to 8:15. The steamer Farallon passed and the witness tle, the pilot replied: "Oh, no, she'll clear." Witness thought the steamer was going a little close. There was nothing to give witness the impression that the pilot's condition was such as to make him reckless. He certainly was not under

THE WINDWARD RETURNS. Peary Steamer Safely Home From

the Coast of Greenland. BRIGUS, N. F., Sept. 26.—The Peary Arctic Club steamer Windward arrived here today, after a stormy passage of 28 days, from Cape Parry, North Greenland, where she parted company with the chartered steamer Erik, which arrived at Sydney, C. B., on the 13th inst. The Windward left Sydney July 20, 1900.

and wintered at Tayer Harbor, Grinnell, with Mrs. Peary and Miss Peary on board.

The Windward brings as passengers Robert Stein, of Washington, and Samuel Warmbath, of Boston, who were taken North by the Peary steamer Diana and landed near Cape Sabine in August, 1899. The Windward will remain at Brigus during the Winter, and return in the Summer of 1902, with Mrs. Peary and Miss Peary, to Cape Sabine, whence she is expected to bring home Mr. Peary, returning from the pole.

TRANSPORT FOR PORTLAND. Adato or Thyra Has Been Chartered

to Load Forage for Manila. The next transport to load at this port for Manila will be the British steamship Adato or the Norwegian steamer Thyra. The Adato has been chartered to the Government by the Pacific Export Lumber Company, which have the privilege of substituting the Thyra at the same rate. The Government has collected considera-ble forage at this port, and as more of the kind of produce used in Manila is raised in this territory than in any other section in the Northwest, Portland will continue to be the headquarters for the distribution of forage. Transports sailing from Portland are given better dispatch than those from other ports, and tory.

MADE A FAST RUN.

British Ship Nelson Sails From Cal-Ino to the Columbia in 53 Days. The British ship Nelson arrived in last evening, after a rattling good run of 53 days from Callao. This is not record time, but it is so much faster than has been made by any other ships coming from that direction that it is noteworthy Now that the Nelson is safe in the Columbia River, the San Francisco Commercial News, which has been carrying her on the list en route for the Bay city, will probably give Portland the credit of having the ship. The Nelson has made such good time up the coast that some of the other ships coming from the southward may be expected within a few days.

CAPTAIN BURNS COMING.

European Salvage Expert En Route for the Baroda Wreck. The Portland branch office of Catton

GREAT MILITARY DRILL forth and in addition there are daily attractions on Mulinomah field.

The management has so arranged the programmes that there is a continuous entropy of the management of the wreck. Captain Burns is well known in this vicinity, through the heroic efforts he made to get the Glenmorag off north beach a few years ago. He arrived in San Francisco a few days ago, and sailed from the Bay city yesterday on the steamer Mandelay for Bandon. On arrival he will look over the situation in the interest of the under writers, and, if it is possible to do so, will arrange for having the craft floated. Captain Roberts, of this city, who was so successful in floating the lightship, will meet Captain Burns at Bandon and, between them, they may effect an arrangement by which the craft will get back into deep water. Latest advices from the vessel state that she is still uninjured, and has not suffered by the storms which were so severe farther

Notice to Mariners.

north.

Notice is hereby given of the follow-ing changes in the aids to navigation in this district, which affect the list of beacons and buoys, Pacific Coast, 1901: Coos Bay, channel across the bar to Empire and Marshfield (page 43)—Lone Tree shoal buoy, No. 10½, a red, second-class spar (formerly Lone Tree shoal buoy, red and black horizontal stripes), was moved September 9, 1901, into 12 feet of water on the following bearings: Russell Point (S. tangent) N. E. ½ E., Pony Point (N. E. tangent) S. E. by E. ½ E., Pony Bend beacon light S. W., ¾ W.

Lone Tree shoal buoy, No. 1½, a black, second-class spar, was established Sep-tember 9, 1901, in 12 feet of water on the following bearings: Russell Point (S. tangent) N. E. & E., Pony Point (N. E. tangent) S. E. by S., Pony Bend beacon light S. W. % W. Columbia River, main ship channel from

Astoria to Tongue Point (page 52)-Wreck of Silva de Grace buoy, No. 4, a red, first-class nun, was moved June 7, 1901, about 200 E. N. E. of its former position, without appreciable change in bearings. By order of the Lighthouse Board. W. P. DAY, Commander, U. S. N.

Garonne Had to Put Back,

SEATTLE, Sept. 26.—The steamship Garonne, Captain Elwen, which sailed last Friday for Nome, returned to port today in a partially disabled condition. Three days out on her voyage and when about 250 miles off Cape Flattery, the Garonne's furnaces began leaking, the trouble being augmented by an inferior quality of coal. Captain Elwen, deeming it imprudent to proceed, returned to port The vessel came back under her own steam. Her officers and engineers believe the necessary repairs can be made in tim for the Garonne to sail again Saturday.

Schooner Antelope Libelled. ASTORIA, Sept. 25. — Deputy United States Marshal Roberts today libeled the little schooner Antelops in a sult brought by four members of her crew against the Columbia River Packers Association to collect about \$400, alleged to be due them for wages. The schooner on a better market is expected. Some heavy losses have been met with by some coast shippers, one firm having 200,000 gaged for the cruise. Owing to some disagreement, several of the crew quit soon after the arrival at Bristol Bay, and were sent back on the steamer Despatch. They ask for pay for the full voyage.

> San Francisco Blockade Broken. SAN FRANCISCO, Sept. 26 .- The blockade of the grain fleet has been broken and a fleet of seven vessels will be on its way East and for Europe by Saturday morn-ing. The British ships Celtic Monarch and King Edward, fully loaded and ing. manned, got away today, while the Do-venby, Mooltan, Glenesslin, Foylesdale, and the American ship William F. Babcock will sail Saturday. The latter ves-sel carries barley for New York, but the others are all loaded with wheat for Europe. There are several bets made on the outcome of the run to Europe.

Was Not Marooned. PORTLAND, Me., Sept. 26.—Mrs. Peary, wife of Lieutenant Peary, who has returned to South Portland, has promptly turned to South Portland, has promptly denied the report that Mr. Diedrick was marooned. He positively refused to go back, and said he would stay with a party of natives. It was not deemed proper to attempt to compel him to return to the Windward because of his furn to the Windward because of his turn to the Windward because of his that possibly he might recover on shore, but in the opinion of Dr. Cook he was in danger of becoming violently

More Overdue Ships, SAN FRANCISCO, Sept. 26.-Three vessels were placed on the overdue list at the Merchants' Exchange today. Twentyfive per cent reinsurance is offered on the ship Glenbreck, now out 131 days from Newcastle, England, for Valparaiso, The ship M. E. Watson is out 79 days from Rio de Janeiro, for Valparaiso, she is quoted at 15 per cent. The Anjou, from Newcastle, England, for this port, s held at 10 per cent. She is out

Domestic and Foreign Ports. ASTORIA, Sept. 26-Left up at 8:30 A. M., British bark Mayfield and school A. M., British bark Mayhein and schooner Laura Sweasy. Arrived down at 11:40, steamer Falatinia. Arrived at 2:40 P. M. and left up at 5:40 P. M., steamer Colum-bia, from San Francisco. Arrived at 5:20 P. M., British ship Nelson, from Callao. Condition of the bar at 5 P. M. moderate; wind, southwest; weather, cloudy. St. Helens, Sept. 26.—Passed at 5:30 P. M.-British bark Mayfield and schooner

days.

Laura Sweasy.

Port Townsend—Arrived September 25— Ship J. B. Brown, from Honolulu. Neah Bay-Arrived September 25-Steamer Sutherland, from Shanghai. Port Gamble—Sailed September 25— Barkentine Skagit, for Honolulu. San Francisco, Sept. 26.—Sailed—Steam-er Horda, for Oyster Harbor; steamer Edith, for Seattle; schooner Sailor Boy, for Gray's Harbor; schooner Del Norte, for Rogue River; steamer Mandalay, for Coquille River; steamer Arcata, for Coos Bay; steamer Matteawan, for Tacoma. Eureka—Arrived September 24—Schooner Emma Claudina, from San Pedro.

Port Los Angeles—Arrived September 25

Steamer San Mateo, from Nanaimo. Seattle-Arrived September 25-Steamer Dolphin, from Skaway; steamer Roan-

oke, from Nome. Eleele-To sail September 19-Schooner F. M. Slade, for Gray's Harbor. Port Gamble—Arrived September 25— Schooner Dora Bluhm, from Port Town-

Seattle-Sailed September 25-Steamer Excelsior, for Valdes; steamer California, for Tacoma. Hong Kong-Sailed September 25-Brit-ish steamer Empress of Japan, for Vancouver. Tacoma, Sept. 26-Sailed-Schooner An-

nie Larsen, for San Pedro.
Arica—In port August 28—Norwegian bark Pharos, for Oregon. New York, Sept. 26.—Sailed—Furst Bis-marck, for Hamburg; L'Aquitaine, for Friederich der Grosse, for Bremen via Southampton. Queenstown, Sept. 26.-Arrived-Belgen-

land, from Philadelphia, for Liverpool, Sailed-Majestic, for New York; Western-land, for Philadelphia. Sept. 26.-Sailed-Northwest-Antwerp, Sept. 26.—Sailed—Northwest-ern, for Chicago; Pennland, for Philadel-Liverpool, Sept. 26.-Sailed-Tauric, for New York, Sept. 26 .- Agrived-Servia,

from Liverpool.

Plymouth, Sept. 26.—Arrived—Columbia, from New York, for Cherbourg and Ham-New York, Sept. 26.-Arrived-Deutschland, from Hamburg.

Brand the Anarchists.

MYRTLE POINT, Sept. 20 .- (To the Edtor.)-The many remarks made in your The Portland branch office of Catton good paper against anarchists are very Bell & Co., agents of the wrecked bark timely and you suggest the only remedy to Baroda, yesterday received notice that abolish such people. However, there is Captain Burns the expert wrecker sent one thing not mentioned yet. Any angood paper against anarchists are very



WITHIN REACH.

ECAUSE of its low price Ivory Soap is within the reach of all. Besides its low cost it has the advantage that it is entirely satisfactory for so many varied uses: it will do the work of a half dozen kirds of soap each intended for a special purpa e. IVORY SOAP IS 99 1360 PER CENT. PURE.

archist, any man with such thoughts and xpressions should be not only summarily ealt with in one way or another, but before imposing such sentence, mild or severe, each and every one should be brand-ed with a good-sized letter A, and thereby be known forever. M. G. POHL. be known forever.

THE FINAL REMOVAL.

Remains of Abraham Lincoln Placed in the New Vault.

SPRINGFIELD, Ill., Sept. 26.—Acting Governor Brenholt today officiated as Chief Executive of the state at what is intended to be the final removal of the remains of Abraham Lincoln. The cas-ket was taken from its resting place in the monument to Memorial Hail, where it was opened and the remains viewed by state officers who are members of the Lincoln Monument Association. members of the old Lincoln Guard of Honor and the contractors, After viewing the remains the casket was closed and removed to the new vault. The excavation is 15 feet deep. Surrounding the casket is a steel cage, around which will be placed a solid wall of concrete. The location of the resting place is where the sarcophagus formerly rested, a very good state of preservation, but were easily identified. The removal was conducted with great secrecy, paper reporters having knowledge of the action until after it had been acc

FALL RIVER, Mass., Sept. 26.—The tex-tile council has unanimously voted to in-

AT THE HOTELS.

THE PORTLAND.

C R McWilliams, Syriacuse, N Y
Benj Sweet, Milwk
G J Becker, San Fr
E W Redpath, Boston
H Morgan, Seattle
F E C Johnson, Boston
Geo Wettstein, Cedar
Rapids
P P Cornwall, San Fr
F G Drum, San Fran
E A Stuart, Seattle
F W Montgomery, NY
Dr A E Haistead, Chgo
C W Scott & w, Philia R
Mr & Mrs V A Schilling, city
F R Stover, San Fran
P R Stover, San Fran
Se H Rev L W Burton &
Wife, Lexington, Ky
Georgetown, Ky
Georgetown, Ky
Covington,

Mrs E S Ittring, S F
Mrs Phyllis Watson,
Eng
Capt J Bugge, Vancouver Barracks
Capt O Edwards, do
M B Palmer, Rochester, N Y
Bishop Seymour & wt,
Springfield
Mrs Candee, Cairo, III
Miss Grace, Miss
Mrs Allee Hudson,
London, Eng
W W Whipple, Astoria
H Moon & wt, N Y
C C Woodward, Liverpool
W C Jencks, St Louisville,
W C Jencks, St Louisville,
Ky
M M Benton, do
G F Wentworth, Tacoma

C E Loomis, Eugene
THE PERKINS.

THE PERKINS.

Joseph T Stivera, Chgo Mrs H L Kuck, Dalles John Davis, Union, Or L C Edwards, Sumptr F D Stewart, do Mrs F D Stewart, do W B Morton, Chicago Mrs H D Matter, Comman John Mrs F D Stewart, do Mrs J D Matleck, do R O Dunbar, Olympia Geo W Hubbard, Tustin, Cal Mrs A J Splan, North Mrs G W Hubbard, do J N B Gorking, Atlanta, Ga J Franklin, Salem Mrs Fox, Astoria L H Berg, San Fran E M Tucker, do ARRennick, Keiso Mrs A R Rennick, do S W Rand, Winslow, Aris W Sleger, St Paul THE PERKINS. Ariz W Sieger, St Paul

Ariz
W Sleger, St Paul
J S Bennett, Eugene
J A Kraft, Wash
J S Bennett, Eugene
J A Kraft, Wash
R J Ginn, Moro, Or
Edward Ginn, Moro, Or' Mrs Thurston, Salem
Master Harold Ginn,
Moro, Or
Arthur Harold, do
E Harvey, Pullman,
Wash
Mrs A Waggoner,
Heppner, Or
G B Mann, Jr, Spokn
Henpher, Or
G B Mann, Jr, Spokn
W H Barnhart, Starbuck, Wash
Mrs W H Barnhart, do C W McNamer, Alaska
THE IMPERIAL THE IMPERIAL. C. W. Knowles, Manager.

W E Grace, Baker Cy Jaw Blackburn, RoigeJaw P Drain, Olympia
S E King, Walta W
N Moyer, San Fran
D Spiegel, Bolne
Mrs Spiegel, Bolne
Mrs Spiegel, Bolne
Mrs Spiegel, Bolne
Mrs Moore, Salem
R Mac Moore, Salem
R Mac Moore, Salem
R Mac Moore, Salem
R Mac Moore, Salem
R S Beam, Salem
R S B Starre, Warren, Warrenton
R L Hunter, Union
Geo H Burnett, Salem
P P T W Harris, Edge
R L Cannes, San Fr
H E Leland, San Fr
H E Lel

Doro
J H Daly, Marksbury
THE ST.

John Munson, Astoria
W A Bayliss, Arboria
O E Elliott, Marshind
F E Schormook, Astoria
T J Scheidnagel, do
J W Lawless, Dalles
Mrs B Lawless, dr
G E Thorp, Sauvic's
F B Cutting, Wallaw
H G Grason, Bolze
Edwin Ross, St Heins
S D Springer, do
Bert Wheeler, Troutdi
H C Staten, Hoad R
Burns Jones Hood B
Herry Hereford, Tangent
Ernest Cochran
H C Edwards & wife, do
Carence Nelson, Astoria
J H Summers, Astoria
J H Summers, Astoria
J H Summers, Astoria
J H Summers, Astoria
F M Hubhard & sons,
Jan Francisco
Dr A Kershaw, Grand
Ronde
W Sains & wife, do
Carence Nelson, Astoria
F M Hubhard & sons,
San Francisco
Dr A Kershaw, Grand
Ronde
W Sains & wife, do
Carence Nelson, Astoria
F M Hubhard & sons,
San Francisco
Dr A Kershaw, Grand
Ronde
W Sains & wife, do
Del Patterson, Topeka
Sanford Tyler, Beuson, Aris
A Olson & wt, Wallave, I daho
Katis Sweeney, Clatskanie
W Sains & wife, do
Jia Bulke, Go
Deart Hufle, Silverton
Jernie Buffe, do
Jas Mansary, Marshind
Geo Hardwick, do

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Scalp Irritants, of No Value. Most hair preparations are merely scalp irritants, miscalled hair tooles. When hair is brittle, lusterless and begins to fall out, the dandruff germ is getting in its deadly work at the root, sapping the vitality. Since science discovered that dandruff is a germ disease there has been only one preparation put on the market that will actually destroy the dandruff germ, and that is Newbro's Herpicide. It allays itching instantly, destroys the germ; and then falling hair stops, and hair grows luxuriantly. Ask your drug-gest for Herpicide. It allays itching instantly; makes hair grow.



Regulates the menstrual flow, cures les corrhoea, falling of the womb and all the other ailments peculiar to women, Buy a \$1 bottle from your druggist to-day.