COLD AIR FROM MT. HOOD

NOVEL PLAN FOR RELIEF FROM INTENSE SUMMER HEAT.

May Help Other Cities, but Nature Has Provided Splendidly for This Vicinity.

In his wildest flights of imagination Jules Verne never evolved anything one-half so strange as the plans now being considered by a party of Portlanders for transmitting the zero atmosphere of Mount Hood to this city, to be utilized for cooling the populace should an intense Summer heat render existence intolerable. "Ice and Refrigeration," a class publication along lines indicated by its name, published the following letter in a recent issue from a Portland correspondent:

To the Editor—You have undoubtedly heard of the Oriental Exposition at Portland, in 1905. Well, that is what has induced me to put up a shop here, and will try to accomplish some improvement in refrigeration between now and then; however, there are others in the field, and among the lot there is what will be known as Mount Hood Refrigerating Company. The promoters, who are also connected with the promotion of the exposition (so I am told), have a novel plan to cool the visitors. I have not as yet ben able to take a "peep" at the plans and specifications, but I am well informed that it consists of extending a stone air duct from Portland clear to the top of Mount Hood and fanning the air down. You will understand that a temperature of zero can always be depended on up there. I have, however, bought no stock yet, and should be pleased to have your opinion on this matter.

The editor of the publication, in commenting on the letter, is rather inclined to doubt the success of the plan, and sets forth various scientific reasons why the task will be most difficult. In the reply the editor says:

Stone would not, in our opinion, be a very suitable material for the construction of a cold air duct, unless very thoroughly insulated against the outside atmosphere, and such a duct, necessarily many miles in length, would have a tendency to heat up the air materially before it could be delivered for cooling purposes. Further, it is to be expected that the rarefied condition of the atmosphere at the top of Mount Hood would make it extremely difficult to force the light air downward, against the more dense air, and consequent higher pressure, at the level of discharge. Of course, it would be out of the question to locate the fans or air compressors for handling the air at the mountain top, as power for operating the machinery would be very difficult to produce, and too costly at that hight, consequently the power plant would likely be located at the lower level, and this would necessitate operating the fans or compressors on the suction principle, and it is more than likely this would be found impracticable, when the rarefied condition of the air at the high altitude is taken into consideration. However, there are more difficulties that present themselves to the over-cautious engineer, and are doubtless considered as easily overcome by such "pioneers of progress" as the Mount Hood Company mentioned. Piping the cold air from mountain top, or, on the same principle, causing the cold air of the upper aerial regions to fall to the ground as we want it, would surely supersede the iceman and the refrigerating machine—perhaps!

Of certainty some inventive genius with a faculty for dreaming has evolved, out of the fantasies of his half-waking hours, a scheme that will bring a large measure of relief to some cities, if the dream will materialize. But Portland needs no cold air even in the midst of the Summer. Nature has bountifully provided this vicinity with an ideal climate, and any attempt to improve upon it would be but another vain effort to gild the lily. If the pipe-line can be extended to some less-favored locality and be made to pump hot air for the Lewis and Clark Centennial, Portland will subscribe liberally and never dispute the readings of the meters as recorded by the agent of the corporation.

But cold air in the Summer—Never! Following is a sample Summer month, being for July, 1901, and the temperature will show the futility of attempting an improvement:

Date.	Maximum.	Minimum.	Mean.
1	65	49	57
2	61	51	56
3	63	50	56
4	73	45	59
5	81	54	68
6	75	53	64
7	74	51	62
8	64	53	58
9	68	53	60
10	76	50	63
11	66	55	60
12	72	51	62
13	68	51	60
14	77	51	64
15	74	55	64
16	72	56	64
17	77	51	64
18	72	55	64
19	69	56	62
20	83	52	68
21	73	58	66
22	72	64	68
23	75	60	68
24	74	51	62
25	70	50	60
26	71	48	60
27	70	50	60
28	82	52	67
29	83	55	69
30	79	55	66
31	76	56	66
Mean	72.8	52.9	62.8

WILL FORM PUSH CLUB.

Residents of East Side Plan a Development Campaign.

The following letter of invitation has been generally sent out to prominent residents to attend the meeting to be held this evening at Justice Vreeland's office, East Morrison street, near Grand avenue:

Dear Sir—I am instructed to invite you to participate in the organization of an East Side Improvement Association, or Push Club, the functions of which shall be to promote the growth and development of Central East Portland, from the river to Mount Tabor. The need of such a factor has long been felt on the East Side, and a number of gentlemen have undertaken to set the matter in motion.

A public meeting will be held at the office of Justice Vreeland, on East Morrison street, near Grand avenue, for peliminary organization, on next Tuesday evening, October 8, at 8 o'clock.

A number of things are essential to the prosperity of the East Side. The elevated roadways extending to the bridges across the Willamette River should be filled up as early as possible; a fine driveway to the eastward should be had, kept watered and repaired, as an inducement for the people of Portland to visit the East Side, and for our own pleasure. There are numerous other things that should be looked after, and which would fall under the fostering care and encouragement of such an association composed of influential citizens. It is desired to have a strong club, and one capable of carrying out its plans for promoting legitimate enterprises. The temporary committee has met with great encouragement and assurances of support from our best citizens, but we must all put our shoulders to the wheel in order to meet with success.

I sincerely hope that you will see your way clear to be present at the opening meeting, and lend your aid and advice. Very respectfully yours, W. L. BOISE.

East Side Notes.

A rousing meeting of the citizens of Woodlawn and Piedmont will be held next Thursday evening at the Piedmont Hall, Union and Ainsworth avenues, for the purpose of starting a campaign to get a new schoolhouse next year.

A. N. Wills, T. B. Madden and J. M. Nickum were appointed by the Sellwood Sub-Board to take preliminary steps for holding appropriate exercises at the commencement of operation by the Portland Woolen Mill, which will be about the first of the year.

A farewell reception was tendered Miss Louisa Ross last evening, at the home of Mr. and Mrs. W. H. Markell, East Fourteenth and East Oak streets, by the members of the Third Presbyterian Church, of which she had long been an active member. She recently took an examination in the civil service and received an appointment. She will leave this evening for Cheyenne, Wyo., where she will enter on her duties. Her sister, Miss Carrie Ross, is in the Pension Department at Washington.

The funeral of James R. N. Sellwood, a pioneer of 1856, was held yesterday afternoon at the St. David's Church, East Morrison streets, Rev. George B. Van Waters, D. D., rector, assisted by Dr. Judd, conducted the services. The floral tributes were many and beautiful. Dr. Van Waters announced that a special memorial service will be held at St. David's Church next Sunday morning, in honor of the deceased. The burial was at Lone Fir cemetery.

Sellwood will make an effort to secure the Milwaukie shops of the Portland City & Oregon Railway Company. The Sub-Board has a committee out composed of E. B. Madden, J. D. Chapman and W. W. Plimpton to take the matter in hand and see what can be done. It is understood that the committee will be able to offer the company a block of ground between the Portland crematorium and Sellwood on the Oregon City Railway, and has another offer of a block near the golf grounds. The Brooklyn Sub-Board also has a committee out to see if the city tract of three acres, at the intersection of Milwaukie and Powell streets, can be purchased or leased for railway shops for this company. J. J. Murphy has been looking into the matter. The tract belongs to the city, but is occupied by the water committee for storage purposes. It was formerly the pumping station of the East Side Water Company, and would be an acceptable place for the shops.

Wise Bros., dentists, both 'phones. The Failing.

W. T. Slatten, dentist, 212 The Failing.

NEEDLEWORKERS WILL MEET

Branch of Guild of America to Hold Session Today.

The Needlework Guild of America will meet this afternoon at 3:30 o'clock in the rooms of the Young Women's Christian Association, Macleay building, Fourth and Washington streets. It is urged that a large number attend, as there are no fees and the objects of the guild are charitable.

The main purpose of the guild is to collect and distribute new, plain, suitable garments to meet the great need of hospitals, homes and other charities.

The guild is composed of many organizations known as branches. One branch only shall be formed in any city or town. Branches are formed from sections. A section is organized by 10 persons coming together, each one of the 10 promises to secure 10 contributing members or 110 garments or articles of household wear. Membership consists of pledging one's self to contribute two new articles of household wear or garments, or a sum of money, no amount specified. All articles contributed must be new. Any person can belong to the guild—men, women or children. It is non-sectarian. No distinctions in membership are made. All are earnestly solicited to become members. There are no dues. The only requirement is the contribution of two new garments or articles of household wear. Anything from a washrag to a sheet or infants' socks to a suit of clothes. Merchants of the various stores are requested to send contributions without solicitation. Everyone, no matter what their position or in what line of work, are asked to become members of the guild.

Some of the institutions that would be benefited by the guild in Portland would be the Baby Home, the Children's Home, the Boys' and Girls' Aid Society, the City Board of Charities, the Home for Aged and Infirm, the Old Ladies' Home, the Magdalen and Home for Fallen Women, and all the hospitals, irrespective of religious denomination.

FIRE AT A HOTEL.

Sparks From Chimney Blazed Away, but Loss Slight.

Sparks from fir wood set a chimney on fire this morning at the Hotel Belvedere, 134 Fourth street, and at one time it looked as if the blaze would spread to the other parts of the building. But the fire was soon confined to the place where it started, and the loss was slight. The guests in the hotel soon went to sleep again. The alarm was sent by Policeman Welch from box 21 about 1 A. M.

PERSONAL MENTION.

D. P. Thompson, who has been seriously ill for several days, was slightly improved last evening.

W. G. Howell, a prominent lumberman of Astoria, is in the city and is registered at the Imperial Hotel.

The many friends of Dr. H. A. Shorey will be pained to hear of his serious illness from pneumonia at Nashua, N. H.

Hon. George H. Williams is in San Francisco, attending the Circuit Court of Appeals He is expected back about the 15th inst.

C. A. Smith, of Minneapolis, who has been making large purchases of redwood timber lands in California recently, is at the Portland.

W. B. Starr, of Pillar Rock, Wash., a member of the Washington Legislature, left last night with his wife on a visit to his old home in Illinois. They will be absent about two months.

Mrs. G. M. Randall, wife of General Randall, arrived from Denver yesterday, en route for Vancouver, Wash. General Randall is expected from Alaska by the 15th. He is to supersede General B. M. Young as commander of the Department of the Columbia.

W. H. Adams, ex-Police Judge of Portland, and who went to Alaska about seven years ago, arrived home Sunday. For the past three years he has been mining inside the Arctic circle, where the mercury goes down out of sight, and even the husky dogs do not live long. He is looking well, and says he is going back

Mayor Rowe has returned from a visit to North Yakima and the fair held there. He used to be in business there, but has not seen the place for 13 years, and was lost in amazement at the vast improvements which have taken place in that section since his last visit. The fruit and vegetables on exhibition literally amazed him.

Colonel J. M. Harrington, of Pillar Rock, who has been in the city for a few days, leaves this morning for New York, where he expects to take the Cunard steamer for England Saturday afternoon. He is due in the north of England on the opening day of the fox-hunting season, and expects to capture a fox's "brush," which he has promised to send to Howard Winters, to clean his lamp chimney with. If the brush fails to arrive, Winters will manage to get along with the brush of a cotton garment as usual.

NEW YORK, Oct. 7.—Arrived from Portland—E. C. Clement, at the Fifth Avenue; I. H. Dean, at the Broadway Central; J. O. Wickham, at the Navarre.

Tacoma—G. H. Stone and wife, at the St. Dennis.

Seattle—G. W. Stetson, at the Sturtevant; A. W. Conant, at the Imperial; M. F. Backus, at the Normandie; F. W. Spears, at the Grand; J. E. Chilberg, at the Victoria.

WASHINGTON, Oct. 7.—Mr. and Mrs. A. W. Patterson, of Oregon, have returned to Washington, after a wedding tour through the North.

WASHINGTON, Oct. 7.—James F. Pike, an attorney of Seattle, was today admitted to practice before the Interior Department.

GRAIN-O! GRAIN-O!

Remember that name when you want a delicious, appetizing, nourishing food drink to take the place of coffee. Sold by all grocers and liked by all who have used it. Grain-O is made of pure grain, it aids digestion and strengthens the nerves. It is not a stimulant but a health builder, and the children as well as the adults can drink it with great benefit. Costs about ¼ as much as coffee. 15c and 25c per package. Ask your grocer for Grain-O.

NEW COLUMBIA TUG BOAT

O. R. & N. CO. SECURES THE POWERFUL TATOOSH FOR BAR WORK.

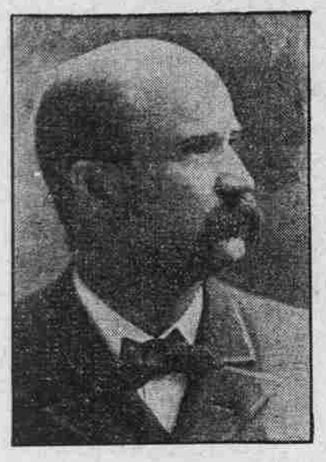
Another Tramp Steamship in Port for Wheat—British Ship Nelson Chartered for Spot Loading.

The rapid growth of the maritime business of this port has necessitated a further increase in the tugboat service at the mouth of the Columbia. The O. R. & N. Co., which has for the past two years given the best towboat service the river ever had, is now to extend a similar service on the bar. A contract was signed yesterday with the Puget Sound Tugboat Company by which the tug Tatoosh will be turned over to the O. R. & N. Co. for operation at the mouth of the Columbia November 1. The Tatoosh is the most powerful tugboat in the Pacific Northwest, and will be able to handle the heaviest ships afloat in all kinds of weather. This will enable the Wallula and Escort to take care of the smaller ships, and of the rapidly increasing number of small lumber vessels and other coasting craft, which are becoming so plentiful.

The Tatoosh, which comes from Puget Sound, where she was built a year ago, is 130 feet long, 25 feet beam and 15½ feet depth of hold. She is equipped with triple compound engines of 16-24 and 40-inch cylinders by 28-inch stroke and is supplied with steam by two Scotch marine boilers. She can develop 1600 horsepower and is fast as well as powerful. The Tatoosh will come to the Columbia in charge of Captain C. T., better known as "Buck," Bailey, and Chief Engineer Frank Newhall, both of whom have been with the craft since she was launched. Captain John Libby, superintendent of the Puget Sound Tugboat Company, came over from Seattle yesterday and made final arrangements for turning the boat over to the O. R. & N. Co.

President Mohler, of the O. R. N. & Co., has been endeavoring for a long time to get a tug for the bar which would be in keeping with the river towboats and has at last succeeded. With no further kicks coming at the facilities for handling ships, nothing remains now but to keep working at the channel at the mouth of the river, and get it in as good shape proportionately as the channel from Portland to Astoria.

SENATOR HILL ON ANTI-ANARCHISTIC LEGISLATION.



D. B. Hill.

NEW YORK, Oct. 7.—Ex-Senator David B. Hill, in an article just published in Leslie's Weekly, tells about the failure in 1894 of proposed legislation in Congress for the exclusion of alien anarchists and for the deportation of those who had already entered this country. Senator Hill was chairman of the Immigration committee, and was strongly in favor of such a law. The bill passed the Senate, but failed to pass the House of Representatives. Senator Hill says it was not because the majority of the members of the House were opposed to the general principles of the bill, but it reached that body late in the session, when there was a rush of business, and a single objection prevented the measure from coming up for a vote. There was a hitch between the House and the Senate as to whether the anarchists should be examined by Consular agents or Treasury agents abroad. However, he declares that such legislation must be passed by Congress in the near future. He predicts that the next Congress will take up the matter.

ARISTEA IN PORT.

Austrian Tramp Steamer Comes From the Orient for Wheat.

The Austrian steamship Aristea arrived in Sunday morning and reached Portland yesterday afternoon, coming to Portland in ballast by way of Moji from Hong Kong. The Aristea is the fourth tramp steamship to come to Portland for wheat since the opening of the season, two others, the Pak Ling and the Glamorganshire, having already sailed, and the Glenturret is now in the river loading. The tramp steamer in the Pacific Coast grain trade is not proving an unmixed blessing. When the first of these big ocean wanderers was offering for wheat, it was hailed with delight as offering relief from the excessive demands of the owners of the sailing ships. Unfortunately for the wheatgrower, the tramp steamer has had the same effect on the wheat market that it has had on freights. In 1887, when steam tonnage was such an important factor in the Pacific Coast grain trade, France wanted wheat in a hurry and there were no signs of weakening in the market when the big steam freighters hurried round the Horn and dumped their cargoes on a waiting market.

This year the foreign markets have about all of the wheat that they can stand up under and steam cargoes are on the bargain counter at any old price that will be offered for them. It is not only hard to sell one of these big cargoes, but they sympathetically drag down the price of sailing cargoes. Two or three more of the big tramps are headed in this direction and three are now loading on Puget Sound. An advance in the wheat market would probably make them very good property at present rates, but so long as the wheat market remains down, they will materially assist in keeping it where it is, and at the same time will hold freights down.

SPOT SHIP CHARTERED.

The Nelson Will Load Wheat at Portland for Europe.

The exact value of a spot ship was determined yesterday by the charter of the British ship Nelson, which has been lying in port for several days. She was chartered to load wheat for the United Kingdom at 37s 6d, and will leave up today or tomorrow. While the decline in sailers is less pronounced than in the case of steamers, there has been quite a shrinkage in rates since the Nelson sailed north from a west coast nitrate port early in August. At that time she could have secured a charter at 42s 6d, but held off, waiting for 50 shillings. The weak wheat market is causing the decline in freights, but there is so much wheat to be moved that it is generally believed that the bottom has been nearly reached for the present. The charter of the Nelson leaves but one disengaged wheat ship in port. This ship, like the Nelson, could have been fixed at a higher rate earlier in the season, but will be obliged to accept less now, although there is still a demand for ships if they can be secured at reasonable rates.

ANOTHER GERMAN SCORCHER.

Steamship Kron Prinz Wilhelm Makes a Flying Passage.

PLYMOUTH, Oct. 7.—The North German Lloyd steamship Kron Prinz Wilhelm arrived here at 5 o'clock this morning from New York (October 1), having made the fastest maiden voyage on record. The record is 5 days, 9 hours and 48 minutes from Sandy Hook lightship. Her best day's run was 540 miles. The record time from New York to Plymouth is held by the Deutschland, of the Hamburg-American line, namely, 5 days, 7 hours and 38 minutes, made in September, 1900.

First Sealer to Return.

VICTORIA, Oct. 7.—A sealer, the first of the Behring Sea fleet to return this seasons was reported coming up the Straits this evening.

Domestic and Foreign Ports.

ASTORIA, Oct. 7.—Arrived at 11 A. M. and left up at 1:30 P. M., steamer Columbia, from San Francisco; left up at 5:30 A. M., Austrian steamship Aristea; sailed at 10 A. M., British bark Dunbritton, for Queenstown or Falmouth, for orders. Condition of the bar at 4 P. M., smooth; wind, northwest; weather, hazy.

New York, Oct. 7.—Arrived—Canadian, from Liverpool; Vaderland, from Antwerp.

Moville, Oct. 7.—Arrived—Pretorian, from Montreal, for Liverpool.

Cherbourg, Oct. 7.—Sailed—Koeningen Luise, from Bremen, for New York.

Honolulu—Arrived Sept. 25—Steamer Aorangi, from Sydney, and sailed for Vancouver.

Honolulu—Sailed Sept. 27—Ship Florence, from Tacoma.

Eureka, Oct. 7.—Sailed—Barkentine Amelia, for Honolulu.

Port Townsend, Oct. 7.—Arrived—Bark Abby Palmer, from Honolulu. Sailed—Ship Port George, from Port Pirie.

Chemainus, Oct. 7.—Arrived—Ship St. David, from Kahului.

San Francisco, Oct. 7.—Sailed—Schooner Lily, for Umpqua; schooner C. A. Thayer, for Gray's Harbor. Arrived—Schooner Monterey, from Coos Bay; ship Llewellyn J. Morse, from Fort Wrangle; steamer Geo. W. Elder, from Astoria; bark Levi G. Burgess, from Tacoma.

Yokohama—Arrived Oct. 5—Steamer Tacoma, from Tacoma.

San Pedro—Arrived Oct. 6—Schooner Ludlow, from Port Blakeley. October 7—Schooner William Renton, from Whatcom.

Port Gamble, Oct. 7.—Arrived—Schooner William Olsen, from Port Townsend.

Mororan—Sailed Oct. 2.—Australian steamer Alberta, for Portland; Australian steamer Maria, for Victoria.

Yokohama.—Arrived Oct. 3.—Japanese steamer Toza Maru, from Seattle.

Noumea, Oct. 7.—Arrived—Barkentine Wrestler, from Port Blakeley.

Copenhagen, Oct. 7.—Arrived—Norge, from New York.

Baltimore, Oct. 7.—Sailed—Simon J. Murphy, from San Francisco.

Lizard, Oct. 8.—Passed—Pretoria, from New York for Hamburg via Plymouth and Cherbourg.

New York, Oct. 7.—Arrived—Bovic, from Liverpool.

HOSTETTER'S CELEBRATED STOMACH BITTERS

The Bitters is the best medicine for the stomach, blood and nerves.

It perfects digestion and cures **Dyspepsia, Constipation, Biliousness, Flatulency and Malaria, Fever and Ague.**

Don't fail to try it.

BACK FROM ALASKA MINES

McNamer Brothers Return With Good-Sized Stakes.

The three McNamer brothers, of Forest Grove, who have rich placer mines on Emma Creek, Alaska, have returned for the Winter, after a short though profitable run which ended August 25.

T. C. McNamer, who was at the Perkins yesterday, said they experienced more difficulty in obtaining provisions this year than last, as they failed to purchase in Dawson last Winter when they passed through. The new town of Baddles, on the Koyukuk, became a base of supplies and promises to be the future metropolis of a large mining district. Baddles is over 600 miles up the Koyukuk, which empties into the Yukon some distance below Rampart City. McNamer looks for quite a rush into that portion of the territory next Summer, as good strikes have been made on John's Creek, Gold Creek, Emma Creek and other tributaries of the Koyukuk.

"Although the season was extremely short this year," he said, "we managed to pay out over $15,000 for wages and provisions, and we have established the fact that we have good diggings for many years to come." The three brothers cleaned up about $5000 each for their few weeks of sluicing, and they hope for a longer run next year.

Several hundred feet of sluice boxes were set up this season, the lumber being whipsawed at an expense of $225 per thousand feet. A long flume to carry away the debris from the hydraulic works will probably be completed by the beginning of next season's run, a force of men having been left at the camp for the purpose.

The brothers brought down some good proofs of the richness of their Emma Creek grounds, in the shape of big nuggets, one of which is valued at $500. A handful of these exhibited at the Perkins yesterday made the eyes of several mining men glisten, and the general opinion prevailed that there must be more of the same sort where these came from.

T. C. McNamer said that Schrader's party of United States geological surveyors passed near his camp, going north, last July. They were equipped with provisions and accouterments for several months and expected to strike a whaler in the Arctic Ocean and return to civilization by water.

The McNamers came down from St. Michael and Nome in record-breaking time, consuming only six days on the passage, which was marked throughout by mild, pleasant weather. They had previously rowed down the Yukon in a canoe 600 miles, pulling the boat by day and at night camping on the river banks.

SNAKE VISITS THE CITY.

Ten-Foot-Long Creeper Found on Washington Street.

A black snake about 10 feet long was discovered at 3 o'clock this morning at Park and Washington streets, by Policemen Welch and Coleman and Norman Forbes. How his snakeship came there is a mystery. A box was secured and the snake promptly crawled into it and went to sleep. No time was lost in nailing up the box.

AT THE HOTELS.

THE PORTLAND.

H F Bullen, Victoria
A Freeman, Boise
J R Pierce, Pittsburg
Wm Rosenberger, N Y
J K Wood, Alaska
L Johnstone, N Y
R B Shollenberger, Plainsfield, N J
Joseph Murr, Boston
C E Hildebrecht, S F
A F Adams & wf, N Y
Mrs W B Peck, N Y
W B Peck, N Y
G R Leikens, San Fr
S F Sharman, S F
W P Thomas, S F
Wm Diamond, "Sporting Life" Co
Miss L Lamson, do
D E Cohen, N Y
G G Williamson, S F
F P Winchester, S F
J F Weston, U S A
K M Gilham, San Fr
J P Haines, N Y
L O Mathews, U S A
E F Leugh, N Y
E S Hooper, Denver
Geo Walsh, Brooklyn
W S Rhoades, Seattle
Mrs R P Walsh, S F
F W Graves, city
A H McGraith, Chgo
Mrs A E Mayer, Vancvr
Clara La Voy, Vancvr
T H Adams, Forest Gr
E H Sargeant, U S A
E M Cox, Portland
A E Ransom, Seattle
Mrs E R Neidig, Los Angeles
Geo U Piper, Seattle
P H McMahon, do
J B Tangeman, Cincin
H Lowenberg, N Y
W H Reyerse, Minnpls
G M Denny, Newark
J A Goodin, U S A

Walter Sanford & wf, San Francisco
Chas Weiner & wife, Brooklyn, N Y
E Baylar & wife, do
B I La Salle, San Fr
Mrs G M Randall, Denver
Miss L L Black & md, Denver
M C Foote, U S A
W C Duryea, Rochestr
Dr N Tamara, N Y
S R Church, San Fran
T P Kelly, N Y
K C Schmidt, San Fr
W M Jack, Los Angls
J W Wasley & wf, S F
F W Conn & wife, San Jose, Costa Rica
Paul Weidler, Detroit
Sterling Hughes, Chgo
J G Megler & w, Brookfield
Albert Dunbar, Astoria
W H Barker & wf, do

THE PERKINS.

Jas Smith, Kalama
J L Berry, city
Mrs Berry, city
H Kollmoyen, Chicago
A M Keating, Buffalo
Mrs Ruppa, Brooklyn
Miss Roberts, Brooklyn
H J Schwinn, Clear Lake, Or
Mrs Frank Frazier
L W Bonney, Seattle
Robt W Huff, Fort Snelling, Minn
H A Durrand, LosAng
J H Roulstone, Waitsburg
Jas J McEvoy, Salem
O J Wilson, Salem
Howard O'Brien, Wallowa, Or
Chas A Hunter, do
Miss Lora Welds, Hood River
C Welsh, Hood River
J B Olmsted, city
E L Merrill, San Fran
C D Fenetor, Phelps, Wash
C M Fenetor, do
T A Scott, Clinton
H Schocker, Seattle
Fred Beckmann, Phila
H Heath, McMinnville
W Smith, Denver
Mrs Smith, Denver
John A Shaw, Albany
Mrs Shaw, Albany
Mrs G W Cutts, Newberg
Mrs J M Yotaw, do
W B Morton, Chicago
W Harper, U S A
Mrs Harper, U S A
Mrs H D Harford, city
A S Foster, Knappa
Wm Riefenberg, BayC
Geo Williams, do
J J Collins, Albany
Jas Farley, Lexington, Wash
Fred Johnson, Astoria
R K Fox, Butte
D H Ellins, Pasadena
D I Asbury, McMinn
F L Stocking, Manila
Mrs Stocking, Manila
Wm M Bray, Manila
J M Warren, Chicago
I D Tussey, St Paul, Minn
Mrs J C Blodgett, Clinton, Ia
M A Lanhorne, Chehalis
O M Kellogg, Hoquiam
Mrs Kellogg, do
B W Starr, Gate, Wn
C J Kennedy, Seattle
Mrs Kennedy, Seattle
C A Heath, So Bend
Wm Heffinger, Montesano, Wash
Jas McO Israel, Olympia, Wash
Chas A Billings, do
J R Nagel, Seattle
Mrs Nagel, Seattle
Mrs Thomas, ForestGr
Hugh Heron, Morrison, Or
H Greenland, city
H V Gates, Hillsboro
J A Wiggins, Amity, Or
R J Ginn, Moro
Mrs Ginn, Moro
Miss Jennie Ginn, do
Mrs J P Stahl, do
N H Sitton, Carlton
Mrs Sullivan, Weiser
Hattie Barber, Boise
H T Botts, Tillamook
Mrs Botts, Tillamook
S French, Dalles
Mrs French, Dalles
Mrs A B Hanna, Seattle
Mrs Maud Ellis, Wasco
Mrs Iva Bales, Rutledge, Or
S D McCanley, W W
Mrs J A Richardson, Salem
Mrs M E Elder, Wasco
Mrs Anna Edgington, do
Mrs Mary Barzel, do
Mrs C C Kinney, do
R J Marsh, city
A H Fowler, San Fran
Mrs Fowler, San Fr
G W Hubbard, Salem
Mrs G W Hubbard, do
T Hoatson, Calumet, Mich
Louis J Perkins, Des Moines, Ia
Mrs E L Fisher, Roseburg, Or
Mrs A Berry, San Fran
J P McCres, Astoria
O H Holcomb, Seattle
Mrs Holcomb, Seattle
Miss Holcomb, Seattle
T H Adams, Forest Gr
A McDougall, Tacoma
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