UNION PACIFIC IS SAFE

PROTECTED FROM INJURY BY BURLINGTON ROAD.

Control of a Line to St. Paul and Minneapolis Commands Respect of Northern Transcontinentals.

Ever since the validity of the Northern Securities Company was first questioned in the courts there has been much interest among railroad men to know what Mr. Harriman would do to protect the Union Pacific in the event that the Northern Securities should be dissolved. It was apparent last Winter that the Harriman people did not wish the Northern Pacific preferred stock to be retired until after the legal status of Northern Securities should be established. The preferred stock is what gave the Harriman interests control of the Northern Pacific, and retirement of that stock took control of that property away from them. That was all right so long as the arrangement represented by the Northern Securities Company should hold in force, but ousting the Harriman people from the Northern Pacific by retiring the very stock that gave them control, and then dissolving the Northern Securities, would leave the Harriman interests just where they started in, so far as regulating the conduct of the Burlington was concerned. The Union Pacific would be in the unendurable situation of having its great interior competitor, the Burlington, governed entirely by its transcontinental competitors, the Northern Pacific and the Great Northern, and it would have no weapon to fight them with.

In a recent article in the New York Tribune it is pointed out that Mr. Harriman has probably taken steps to protect Union Pacific by acquiring control of the Minneapolis & St. Louis, which, in connection with the lines already under Harriman influence, gives him admission to a vital part of the territory of the Northern transcontinentals. This will keep them from using the Burlington to disembowel the Union Pacific. The Tribune article says:

"The Northern Pacific contest and corner arose from the determination of the Union Pacific not to allow the Burlington, paralleling its own lines in large measure, and also reaching St. Paul and Minneapolis, to pass under the joint control of the Northern Pacific and the Great Northern, rivals of the Union Pacific. On the formation of the Northern Securities Company last November the Union Pacific party got three of the 15 places on the Board of Directors, and a larger proportion of representation on the Burlington board. The Northern Securities case is well before the courts, and if the decision should be adverse, the corporation's dissolution must follow. In such an event it is conceivable that the arrangement under which, it has been said, the Union Pacific interests have an equal voice with the Northern Pacific-Great Northern in the Burlington management might be terminated. It might then be desirable for the Union Pacific itself to have a line to Minneapolis and St. Paul as well as to Chicago.

"Running from the Gulf of Mexico to Chicago, and from Chicago westward to Sioux City and Omaha, is the Illinois Central, a property controlled by the Union Pacific or Harriman interests. Intersecting the western extension of the Illinois Central at Fort Dodge, Ia., the main line of the Minneapolis & St. Louis extends north and south from Minneapolis and St. Paul to Des Moines. This road and the connecting Iowa Central are controlled by Edwin Hawley, long in the service of the Southern Pacific Company and at present one of its directors, and George Crocker, whose father was one of the original associates of the late C. P. Huntington in the original control of the road. A week ago John W. Mackay, who in March, 1900, had been elected the successor of George Crocker on the Southern Pacific board, was chosen a fellow-director of Mr. Crocker in the Minneapolis & St. Louis board. Mr. Mackay is not a railroad man. In the past he has confined his business activities largely to the telegraph and to mining. His election, therefore, as a director of the Minneapolis & St. Louis was regarded by Wall street as of unusual significance, and as making it probable that that road, which has so often been reported sold to the Illinois Central, would rather become in some way part of a Union-Pacific-controlled north-and-south line."

LOOKS GOOD FOR PORTAGE ROAD.

Many Capitalists Will Probably Become Interested.

The portage road project is still in chrysalis. The recent sale of the road to the lienholders is said to be in no way hostile to the reorganization of the enterprise. Influence is bearing upon several men, prominent citizens of Portland, to get them into the list of incorporators. Levi Ankeny, of Walla Walla, is understood to be favorably disposed to become an incorporator. Men who have already signified their willingness to head the project are Ellis G. Hughes, J. F. Watson, Henry Weinhard and J. C. Flanders, of Portland; Ralston Vollmer, of Genesee; E. W. Tallant and M. J. Kinney, of Astoria; W. L. Steinweg, of North Yakima; A. E. Case, of Waterville; J. W. Stearns, of Pullman, and E. H. Libby, of Lewiston.

One bank of Lewiston is willing to take $30,000 of the $300,000 bonds that will be issued. E. H. Libby says that guarantees of $100,000 have been made to him, and that he has done no canvassing.

Conferences are held almost daily between the proposed incorporators, and the project is being considered thoroughly on every side.

RAILROAD AND RESERVOIR.

Two Projects in Which Phoenix, Ariz., Is Interested.

PHOENIX, Ariz., May 28.—At a largely attended meeting of business men of this city, President F. M. Murphy, of the Phoenix & Eastern Railway Company, announced that immediately upon obtaining the right of way from Phoenix to Mesa City construction of the railroad would be begun. The meeting by resolution unanimously guaranteed the right of way and appointed a committee to procure it.

The subject of water storage was next taken up and fully discussed with relation to the bill now pending in Congress, which provides that the county may vote $2,500,000 of bonds to build a reservoir. A resolution was adopted recommending the storage commission here to obtain if possible a further provision in the bill that as an alternative proposition in case the county shall refuse to vote the bonds to build a reservoir, it may vote not to exceed $1,000,000 in bonds to aid in the construction of a dam by private capital.

3-CENT RATE JUNE 1.

Will Go Into Effect in Oregon but Not in California.

General Freight and Passenger Agent Coman, of the Southern Pacific, yesterday announced that the new 3-cent passenger fares on his lines would go into effect next Sunday, June 1. The revised tariff sheets will be sent out to all the agents today.

All local passenger fares north of the California line will be changed in the new tariff; even suburban rates, except the commutation tickets, which are already much below the 3-cent basis. In California north of Sacramento the local passenger rates will remain 4 cents a mile, as they have been for years. The 3-cent rate is distinctly a concession to Oregon.

Rock Island Absorbs Cedar Rapids.

MINNEAPOLIS, Minn., May 28.—The Journal announces today from an authoritative source that the Rock Island has decided to absorb the Burlington, Cedar Rapids & Northern, in which it already owns a controlling interest, and make the 1287 miles of road operated by the Cedar Rapids & Northern an integral part of the Rock Island system. Minneapolis will then become the northern terminus of the Rock Island, and all the present plans of the Cedar Rapids road, touching its Twin City terminals and the strengthening of its position in Northwestern traffic, will be carried out by the parent system.

Freight Train Accident.

ASHLAND, Or., May 28.—A head-on collision took place about 300 yards south of tunnel No. 9 near Leland, this morning at 11:30. Engineer D. W. Riggs, with light engine No. 1296, was running north, trying to make Leland before the westbound freight, No. 221, left that point. That train, with road engine No. 2145, Engineer Thomas and helper No. 1612, in charge of Engineer Sampson, had just cleared the tunnel when the collision occurred. Brakemen J. B. Patrick and G. R. Allen, who were riding on top of the cars, were thrown off and both received sprained ankles. Engineer Riggs was cut about the face, and both engines were damaged. A wrecking outfit was sent from this place to the scene of the accident. No material damage was done to the freight cars or their contents.

Railroads After a St. Louis Bank.

ST. LOUIS, May 28.—General credence is given by the members of the St. Louis Stock Exchange to a report circulated today to the effect that the Hill-Morgan railroad interests were seeking a majority of the stock of the Third National Bank, and had already bought more than 2000 shares. Brokers have been buying Third National stock for several days under this belief. January 1 the stock was quoted at $237 a share, and today's quotations were $319 to $323 50. President Huttig, of the Third National, in a statement to the Associated Press, said there was no truth in the story that the Hill-Morgan interests were trying to secure control of the bank.

Tearing Up Street-Car Tracks.

BAKER CITY, May 28.—The work of removing the old street-car track from Main and Center streets is now well under way. C. S. Palmer, the owner of the old street car line, is an applicant for an electric street-car franchise. One of the conditions of the proposed new franchise is that the old car tracks shall be torn up at once. The new electric street-car franchise will probably be passed by the City Council within 30 days. It is understood that the people back of Mr. Palmer are ready to begin work at once.

Western Association Protests.

TOPEKA, Kan., May 28.—The Western Passenger Association has filed a protest with the Santa Fe against the service on the Colorado Limited, which goes into effect on the Santa Fe June 1. The complaint alleges that the same class of service is provided as on the California Limited, where only first-class tickets are accepted. In answer, the Santa Fe announces that it will not restrict the Colorado train to first-class fares.

No Show for Morgan in Canada.

MONTREAL, May 28.—At a meeting last night of a Liberal political club, called after him, J. I. Tarte, Dominion Minister of Public Works, said that J. P. Morgan would never be permitted to control the transportation means of Canada, and that if, as stated, he was acquiring the Canadian Pacific, the Government would at once build another transcontinental line at any cost.

Telegraph Official a Railroad Director

NEW YORK, May 28.—E. C. Bradley, second vice-president of the Postal Telegraph Cable Company, has been elected a director of the New York Central Railway Company.

Railroad Notes.

The Oregon Short Line will spend between $300,000 and $400,000 in track-betterments this year, over and above the usual maintenance work.

Through rates from the Pacific Coast to all points east of Chicago have been increased this week by a readjustment on the Eastern lines. The advance ranges up to $3 50 above the fares that have prevailed for the past year. There is no change to points west of Chicago.

The much-hyphenated Nevada-California-Oregon Railway Company has been changed to the Nevada, California & Oregon. The 15-mile extension from Termo to Madeline, Cal., has been completed and opened to traffic. This makes the total mileage from Reno, Nev., 145 miles. Arrangements are said to be in progress for a further extension to Lakeview, Or., a distance of about 65 miles.

Sunset, the Southern Pacific Company's monthly magazine, has a new cover design for the May number, which is the first of volume nine. It is simpler than the cover the public has grown accustomed to, but is better suited to the demands of fast printing, which the increasing size and circulation of the magazine renders necessary. This number is filled with the usual variety of excellent matter, among which is a well-written article on the Santa Clara Valley by H. L. Wells, formerly of Portland. Oregon is represented in it by an illustrated article on Crater Lake. The advertising patronage of the publication is increasing, so that it is now quite a bulky magazine.

Breathing Spots for Chicago.

CHICAGO, May 28.—For sections of the West Side where there is "no room to live," the special park commission of the City Council has recommended nine sites for small parks. Blocks of old frame and brick dwellings will disappear, and in neighborhoods where now a blade of grass cannot be found parks of four, five or ten acres will be established. In the districts where these parks are to go thousands of people are living in alleys and basements.

In 19 blocks in this locality 2800 people have been found in alleys. In the same district 3127 people were found living in basements, and the mortality record is 27 in 1000, nearly three times the average of the city.

There Is but One Argument—Quality Will Tell.

We have delivered the goods, and Moët & Chandon has jumped and is jumping. The increase of 1901 over 1900 equals 232,422 bottles, being greater than 100 per cent of the combined increase of all the other champagne houses. Moët & Chandon "White Seal," Epernay, France, the acme of perfection.—Adv.

CARSHOPS WILL BE BUILT

PORTLAND CITY & OREGON TO ERECT BIG STRUCTURE.

Site Is on the Leased Ground of the Wallace Tract—Sawmill Also May Be Started.

Preparations have been made for the erection of a structure on the Rosa Wallace tract of five acres, recently leased for 30 years by the Portland City & Oregon Railway Company, on East Water and East Market streets. A large amount of fire brick and common brick, with about 25 barrels of concrete, has been delivered on the ground. This tract has been cleared of all the telephone poles with which it was covered, and the stone in the old stoneyard on the east side of the tract is being removed.

It was stated yesterday that the intention of the lessors is to build carshops and terminal facilities, and also a large sawmill. The shops will be provided with full facilities for the manufacture of trolley cars. About 100 tons of machinery, including a large tubular boiler, have been deposited in the old stone shed near the Southern Pacific Railway. Work will be commenced very soon. It is also stated that work on a large dock will be started in a short time.

More new grounds have been secured by J. N. Davis, purchasing agent, for the railroad company. The block occupied by the Johnston shipyard on East Water street, between Madison bridge approach and East Clay street, has just been secured. However, Mr. Johnston has a two-year lease on the block, and does not have to move just yet. Negotiations have been in progress to secure the block on the east side of East Water street, between Hawthorne avenue and East Clay street. If this block can be secured the railroad company will have control of all the land south from Hawthorne avenue to Inman, Poulsen & Co.'s sawmill, and between the Southern Pacific railroad and the Willamette River, over $150,000 worth of waterfront property. Just what price the options call for is not known, as none of the transactions have been placed on record. To the southward, the Judge Woodward three-acre tract has also been secured.

Elder S. W. Nellis.

PRESIDENT WASHINGTON CONFERENCE OF SEVENTH-DAY ADVENTISTS

Elder S. W. Nellis, president of the newly erected Washington Conference of the Seventh-Day Adventist Church, was born in Australia in 1857, his father, a Mexican war veteran, having gone to that country in 1850. Elder Nellis' father retained his American citizenship, and returned to California in 1872, in which state the young man finished his education. He became an Adventist about 15 years ago, and has since been in charge of various churches of that faith in Washington, and for the past two years at Seattle, in which city the headquarters of the new conference will be located.

WOODLAWN SCHOOL SITE.

Petition For and Remonstrance Against Change Circulated.

A petition has been circulated and largely signed in Piedmont, Rosedale and the district just south of Woodlawn proper, asking the Board of Education to select a site a few blocks south of the one owned by the district. In this petition the arguments for this change have been fully set forth. It is held that the old site is altogether too low, and is not convenient of access to the portion of the district which it will serve, when the building is erected. It is desired that the new schoolhouse, when it is built, should be placed near Ainsworth avenue, where it would be on high ground, and where the site would be in every way better than down the slope, where the old building now stands. Most of the residents of Piedmont and the territory on the elevated ground favor the change of site.

There is strong opposition, however, from the residents of Woodlawn to the change in location. They have joined in a remonstrance to the Board of Education against the selection of a site other than the present one. There promises to be a lively contest before the board on the subject before it is settled. The directors have all viewed the ground, are familiar with the situation, and will probably act at the next meeting, which will be on June 9.

The outlook for the erection and completion of the three East Side schoolhouses in time for the Fall term of school is not encouraging, owing to the strike, and what the result will be cannot be foretold. At Sunnyside, the foundation and basement of the addition are nearly completed. At Sellwood and Woodlawn, of course, nothing has been done. Residents of all three districts are very anxious that work on the buildings should proceed.

IN MEMORY OF JAMES POWELL.

Shaft Will Be Placed Over His Grave in the Gresham Cemetery Today.

A modest monument to the memory of James Powell, a well-known pioneer of Powell Valley, will be placed over his grave in the Gresham cemetery today by the surviving children and relatives. He was a pioneer of 1850. With his brother Jackson, he pushed his way through the wilderness to a point near where Gresham now stands, and they took up several hundred acres of land, which now can hardly be purchased for any price. There was a number of pioneers who went out there in the '50s. Mrs. Catherine Linnermann, who was among them, still lives at Gresham. Most of the pioneers that first went into Powell Valley with the Powell boys, sleep in the cemetery back of the church at Gresham. Powell Valley road was an Indian trail which these early pioneers followed into the valley.

James and Jackson Powell took up claims just east of Gresham, and some pushed further eastward in the valley along Johnson Creek. The valley took the name of Powell, after James and Jackson, and the Powell road was also so named. The relatives will go to Gresham today and place the shaft over the grave of the pioneer, without any ceremony. James Powell died about six years ago.

Woodlawn Cottage Burned.

A cottage belonging to Edward Stansbury at Woodlawn was destroyed by fire shortly before 11 o'clock Tuesday night. There was no one at home when the fire started. A neighbor telephoned to Highland to the chemical fire company, but the distance was too great to save the property, and the house with its contents was burned to the ground. The loss was about $1600, and there was some insurance.

Troutdale School.

The Troutdale school will close today. Examinations have been in progress during the week. There will be no public exercises, as the pupils have been too busy with examinations to make the preparations. Miss Jennie Wilson, Miss Eva Morrison and Fred Fielding compose the graduating class. The school has had an attendance of 80 pupils. A good record has been made. Fifty new books have been added to the library, which includes 175 volumes. J. B. Tent is principal; Misses Anna Rogers and Edith Rogers are the assistants.

Sellwood Memorial Exercises.

The Sellwood school will hold patriotic exercises this afternoon in Firemen's Hall at 1 o'clock, owing to the lack of room in the schoolhouse. An interesting programme has been prepared, in connection with the addresses by visiting delegates from Pickett Post, G. A. R. The delegates were selected from Pickett Post, and are T. C. Bell, Rev. S. W. Wright, J. C. Campbell, A. R. Cumpton, C. Williams, E. Rich, J. Kirkenhall.

Tomorrow morning at 9 o'clock the children of the school will assemble at the schoolhouse, and then proceed to Milwaukie cemetery, under the auspices of Pickett Post, where the graves will be decorated, and the post will hold a short service.

Russellville School Closing.

Russellville school, east of Montavilla, on the Base Line road, will close this afternoon at 2 o'clock, with an appropriate programme. State Superintendent J. H. Ackerman has consented to be present and make a short address. County School Superintendent R. F. Robinson will also be present. The class receiving promotion is composed of Roy Legault, Charles Parmenter, Chester Lewis, Grace Crimmins and Alice Mickelson. E. M. Lance is principal of the school. He has been re-elected to that position for another year.

East Side Notes.

Rev. A. Kingsley Glover, general Episcopal missionary of the diocese of Oregon, has returned from his trip to Baker City, Union, Huntington and Pendleton.

Clyde Middleton, of Mount Tabor, whose legs were badly crushed by a street-car near West avenue 10 days ago, is recovering. It will not be necessary to amputate his foot.

Mrs. Judge Freshour and son, from Troy, O., are visiting Mr. and Mrs. F. G. Driver on the East Side, friends whom she had not seen for 10 years. Mrs. Freshour will make a tour of the Northwest before leaving for her home in the East.

DAILY CITY STATISTICS.

Building Permits.

E. A. Spady, cottage, Grand avenue, between Failing and Shaver; $1000.

Thomas Spillman, house, northwest corner Twelfth and Gilsan streets; $300.

Birth Returns.

May 21, boy to wife of Charles Cooke, Selling-Hirsch building.

May 25, girl to wife of Louis Meier, 330 North Seventeenth street.

May 13, boy to wife of G. A. Johnston, 644 Ellis street.

May 23, boy to wife of M. J. Jones, 192½ Twelfth street.

Death Returns.

May 27, Guiseppe Arata, 45 years, 234 First street; phthisis pulmonalis.

May 27, Mrs. Chloe Ann Lappeus, 69 years, 619 Savier street; phthisis pulmonalis.

May 25, Mrs. Margaret Lantry, 74 years, Home for the Aged; senility.

May 22, May Seville, 36 years, St. Vincent's Sanitarium; phthisis.

May 26, Howard Kyllo, 5 years, 758 Minnesota avenue; nephritis.

Contagious Diseases.

Morgan Hefferman, 837 Missouri avenue; scarlet fever.

Joe Miller, corner Market and Sixth; smallpox.

Real Estate Transfers.

M. M. Higley and wife to Stella Nylander, lot 7, block 1; lot 37, block 1; lot 38, block 1, Fairfield	$ 200
King Real Estate Association to George Black, lots 9, 10, 12, block 1, King's Second Addition	5000
Percy H. Blyth and wife to L. B. Smith, lot 5 and part of lot 4, block 17, Caruthers' Addition	5000
Real Estate Investors' Association to J. W. Campbell, lot 17, block 75, Sellwood	150
Frank M. Warren and wife, to Clara Palmer, lots 1, 2, block 8, Central Albina Addition	700
A. D. Tregaskis to Clara T. Palmer, lots 13, 14, block 21, Columbia Heights; lots 32, 33, 34, 35, 36, block 17, Point View; lots 1, 2, block 8, Central Albina	1200
Frank Williams to R. E. Williams, lot 8, block 13, Center Addition	1
M. L. Flanders to Title Guarantee & Trust Company, 2½ acres, section 35, T. 1 N., R. 1 E.	4000
J. C. Roberts and wife to Ada W. Unruh, fraction lots 1 and 2, block 23, Hanson's Second Addition	3200
John Bain and wife to Alex Miller, lot 11, block 2, Williams-Avenue Addition, No. 2	825
Anna Sievers and husband to C. David Hanson, lot 17, block 119, West Irvington	1450
William Bischoff and wife to A. L. Washburn, lot 44, block 17, Mount Tabor Villa	35
G. H. Zimmerman and wife to J. J. Staub, two-thirds lots 1, 2, 3, block 28, Sunnyside	1575
John O. Cummins and wife to N. Saylor, lot 5, block 8, Latourell Falls	350
L. M. Lacey and wife to A. L. F. Warren, 240 feet of lot 7, block 28, Albina Homestead	1900
Katie Baldridge to Ruth Baldridge, one-fifth of lots 13 to 15, block 13; lots 16 to 20, block 14; lots 1, 2, block 17; Taberside; lot 1, block 17; lots 22, 23, block 18; lot 12, block 24, Mount Tabor Villa; lot 8 and S. ½ and E. 33 2-3 feet of N. ½ of lot 7, block 102, Couch Addition	1

Abstracts, and title insurance, by the Pacific Coast Abstract Guaranty & Trust Co., 204-5-6-7 Failing building.

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.

E. W. Grove.

This name must appear on every box of the genuine Laxative Bromo-Quinine Tablets, the remedy that cures a cold in one day. 25 cents.

PUBLIC BUILDING BILL

PORTLAND POSTOFFICE APPROPRIATION INCREASED TO $640,000.

Senate Committee Declines to Fix a Time for Consideration of the Statehood Bill.

WASHINGTON, May 28.—The Mercer omnibus public building bill has been agreed on in conference. The bill carried $15,800,000 when it left the House. The Senate added $3,200,000. In conference the Senate amendments were reduced about $1,200,000. The following among the items in controversy were finally settled:

Butte, Mont., limit increased to $300,000.

Portland, Or., Postoffice, increased to $604,000.

San Francisco custom-house, increased to $1,000,000.

Ogden, Utah, increased to $200,000.

Tacoma and Spokane, Wash., increase for sites, each, $100,000.

STATEHOOD BILL.

Senate Committee Decides Against Fixing Time for Its Consideration.

WASHINGTON, May 28. — The Senate committee on territories today decided by a formal vote against fixing any time for the consideration of the omnibus statehood bill providing for the admission of Oklahoma, New Mexico and Arizona into the Union.

The subject was brought up by Senator Quay, who said the bill was of such importance as to require early consideration. He suggested that some day should be fixed for consideration. Senator Beveridge, chairman of the committee, replied that there were other subjects on the committee's calendar which have a prior right to consideration, and he felt that justice required that the bill should be considered in its own time, and that there should be no special order on this point. Senator Patterson moved that the committee take up the statehood bill next Monday. The motion was opposed by all the Republican members of the committee except Senator Quay, who voted for it, and was supported by all the Democratic members present. The vote was four to six, as follows: Ayes—Quay, Bate, Heitfeld and Patterson; noes — Beveridge, Dillingham, Nelson, Bard, Burnham and Kean. Senator Bailey was not present, and was the only member whose vote was not recorded.

ELECTION OF SENATORS.

Hoar's Substitute for Wellington's Resolution.

WASHINGTON, May 28.—Senator Hoar today offered the folowing as a substitute for Senator Wellington's resolution discharging the Senate committee on privileges and elections from consideration of the House joint resolution for the election of Senators by direct vote of the people:

"That the committee on privileges and elections be directed to report to the Senate its opinion upon House joint resolution 41, and further to report an amendment to said resolution, to be incorporated therewith, if it should be adopted by the Senate, providing that Congress shall make all suitable resolutions for the election of Senators, including such laws as shall provide for a full and free vote and an honest ascertainment of the result; and that such elections shall be held under National authority, and also that the qualifications for voting at such elections shall be prescribed by Congress; and further, that the committee report to the Senate its opinion as to the propriety of so amending said resolution if it shall be enacted; and further its opinion as to the wisdom of passing said resolution so amended."

Democratic Caucus a Failure.

WASHINGTON, May 28.—A caucus of the Democratic members of the House was to have been held at 8 o'clock tonight to consider plans for forcing a vote on the Nicaragua canal bill at the present session of Congress. At the hour set for the meeting, only 15 Democrats had responded to the call, and, as a result, it was decided to postpone the meeting indefinitely. Before doing so, Representative Cowherd, of Missouri, was elected secretary of the caucus to fill the position made vacant by the death of Representative Cummings, of New York.

Congressional Nominations.

GRAND RAPIDS, Mich., May 28.—Congressman William Alden Smith was renominated by the Republican convention of the Fifth district.

BAY CITY, Mich., May 28. — Colonel George A. Loud was today nominated for Congress by the Tenth district Republican convention.

General Wood's Compensation.

WASHINGTON, May 28.—Representative Bartlett, of Georgia, today introduced a resolution requesting information from the Secretary of War as to the amount of salary or other compensation paid General Wood as Governor-General of Cuba, and by what authority such payments were made.

Bishop Fallows Defends Chicago.

CHICAGO, May 28.—Bishop Samuel Fallows, of St. Paul's Reformed Episcopal Church, has taken issue with Bishop Thoburn and the Rev. Francis Tuck, of Newberry, Pa., who think Chicago more wicked than London and Hong Kong.

"If there are any forms of vice in Chicago that cannot be found in London, I would be glad if the Rev. Mr. Tuck would inform me what they are," said the Bishop. "I would be glad if he would inform me where they could be found. I spent some time in the world's metropolis, and I saw more forms of wickedness under the shadow of St. Paul's Cathedral and Westminster Abbey in two successive nights than I had seen for years in my own city.

"Bishop Thoburn said a man's life in Hong Kong was safer than it is in Chicago. That may be so, and yet it would not be any reason for maligning Chicago."

Judge Andrews' Remains Cremated.

NEW YORK, May 28.—According to the provisions of his will, the body of Justice Andrews of the Supreme Court, has been cremated. In his will the Justice said if the provision directing cremation were not obeyed, the will was to be declared void.

Naval Expenditures in Philippines.

WASHINGTON, May 28.—In response to a resolution of inquiry, the Secretary of the Navy has forwarded to the Senate a statement by the Paymaster-General of the Navy showing the expenditures of the Government on account of the Navy operations in the Philippines from May 1, 1898, to date.

The statement places the amount in round numbers at $20,000,000. The expenditure to November, 1899, was $6,545,634; for 1900, $3,612,000, and for 1901, $6,235,000. The remainder of the $20,000,000 is estimated for 1902, the exact figures for the present year being unavailable.

REDUCED RATES EAST.

Grand Aerie Fraternal Order of Eagles, Minneapolis, June 3 to 10.

For the above occasion the Great Northern Railway will make a rate of $33 first class for the round trip from Portland. Tickets will be on sale May 25 and 29. For further information regarding this trip, call at Great Northern city ticket office, 122 Third street.

From
Portland, Maine
to
Portland, Oregon

Hunter
Baltimore
Rye

Is the
Best Known Whiskey

It is
THE FIRST SOUGHT
and
THE FIRST BOUGHT

ROTHCHILD BROS.,
Portland, Or.

ECZEMA is due to the retention in the system of Uric Acid or other inflammatory poisons which find their way into the blood, and are forced by the circulation through the glands and pores of the skin, causing it to burn like fire, and the incessant itching allows no rest night or day. Eczema appears in a great many different forms, beginning frequently as a mere redness of the skin, followed by little blisters or pimples, from which a clear or straw colored matter oozes, forming into sores, scales or scabs this is weeping Eczema, commonly called Salt Rheum. These acid poisons sometimes dry up the natural oils and the skin becomes hard and dry, often cracking and bleeding and causing intense pain and fearful itching. This form of Eczema is known as Tetter, and oftenest attacks the hands and feet. Unsightly eruptions in the shape of pimples and blackheads break out upon the face, neck and shoulders as a result of polluted blood, and this humiliating disease is called Acne. Local remedies afford but scant relief. The blood and system being saturated with the poison, the disease cannot be reached with washes, salves, powders or other local applications. S. S. S. restores the deteriorated blood to its normal condition, stimulates the sluggish organs, and all the waste matter is eliminated through the proper channels. S. S. S. makes the blood rich and strong, and under its tonic and invigorating effects the general health improves, and the skin becomes soft and smooth again.

SALT RHEUM **TETTER** **ACNE** **SSS**

S. S. S. contains no minerals but is guaranteed purely vegetable.

Write us if you need medical advice; this will cost you nothing. Illustrated book on skin diseases sent free.

THE SWIFT SPECIFIC CO., Atlanta, Ga.

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Chas. H. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

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