

LOSS IS \$372,000

Owners of Destroyed Property Make Estimates.

PARTLY COVERED BY INSURANCE

Work of Rebuilding Will Begin Today - Firemen Kept Busy at Work Yesterday Spraying Ruins and Oil Tanks.

A careful investigation yesterday of the damage done by the fire placed the loss at about \$372,000. Of this only a small portion was covered by insurance. Those whose property was destroyed generally express it as their intention to rebuild at once, and in many cases work will commence today. The Madison-street bridge will be rushed with all possible haste, and a hope is entertained that it will be ready for cars to travel over within seven days. The origin of the fire is yet unknown, although a theory is advanced that it caught from a spark in the iron works.

Smoking ruins of buildings which had been occupied as mills, foundries and stores, wrecked railway tracks, fallen telephone and trolley wires and blazing kerosene were the sights that were viewed by thousands of people who visited the scene of the East Side conflagration yesterday morning and afternoon. On the north were the remnants of the East Side Lumber Company's mill. All that showed that a great mill had once stood there were some fire-burnt engines, boilers, and circular saws which lay around the grounds, and sawdust heaps in which the fire was still smoldering. Just east of the East Side was the north warehouse of the Standard Oil Company, the walls of which had caved in and hundreds of cases of oil were open to explosion. Streams were played on this place all day. On the northwest corner of Water street and Hawthorne avenue the building of the Farlin & Orendorf Company needed the attention of the firemen. The walls on the east, south and west sides had fallen in, and the northwest corner, which stood as a pinnacle, was apparently toppling. Nevertheless, the firemen worked under it until they were ordered to change the stream to other places.

Ruins South of Hawthorne Avenue. South of Hawthorne avenue only a few stumps showed that a lodging house, built in the days of the old Jefferson street ferry, had a place on the map of city buildings. Every timber had been consumed and only the ashes remained. South, Johnston shipyard was just as unfortunate. Of a lumber schooner and a steamer nearing completion, only a few beams of the former could be discovered. The latter was burned to the point of impossibility. At East Madison street, where the strong undercurrent of air and fire forced the engines to retire from the elevated roadway, the planks showed the effects of the blaze. At Hawthorne avenue only 100 feet of track was saved from the fire, and that extended from East Water street west.

The roadway was, of course, a ruin. Fifteen men, under the direction of Foreman Mullin, tore off the timbers for the Portland City and Oregon Railway Company, which will as soon as possible run cars to the foot of the avenue. Several men were stretching wires across the river in order to obtain the power from the Portland General Electric Company. The second span of the approach were almost melted by the heat of the fire, and a number lay as if they had been wrenched out of shape by an earthquake. The second span of the Madison-street bridge was about one-half under water, and the rails running up it looked as if a general eruption had taken place.

Of the narrow escapes from the fire one was thrilling. Joe Ellison, head fireman of the Portland City & Oregon Railway Company, had retired to his room in the Torpedo Hotel and was fast asleep when he was awakened by a cry of fire. He immediately put on his clothes and rushed for the stairway, and a minute after he left his room the ceiling fell in. Ellison escaped without further difficulty, but he says that he had to dodge the flames in running up Hawthorne avenue.

Flames Fed by Oil.

Late in the day the fire engines ceased running, and the streams that had been kept playing were withdrawn, but even in the evening there was a fierce fire burning in the Standard Oil Company's building on East First and East Main streets, across the street from the collection of oil tanks. This structure was a mass of ruins and the fire kept burning, fed by the oil escaping from the hundreds of oil cans. From this point the desperate character of the struggle the firemen had to make to save the Troy Laundry building on East Water street, as it stood right in the pathway of the blaze, could be understood. Practically six blocks of water front were burned over.

Origin of the Fire.

The fire started in the old foundry of the Phoenix Iron Works, which is the former Wolf & Zwicker plant, and it is supposed to have been due from sparks from the castings made Saturday. A

spark, by conjecture, lay in the flooring of the building after the men quit work Saturday afternoon. It gradually became a flame. When Superintendent Tiffany, of the Portland City & Oregon Company, first saw it only a dense smoke poured out of the foundry building. Suddenly a flame burst out which was seen by President Huchard of the company, at Eagle Creek, twenty miles away, and by Freight Superintendent Fields, at Oregon City, fourteen miles south. Fields, after a vain endeavor to learn of the fire, by telephone, came to Portland on a special car. Mr. Huchard thought that the fire was in a near-by town, and he did not know of the damage to the railway company until this morning when he immediately hitched up a team and drove to Portland. The blaze was also seen from Troutdale.

How the Flames Spread.

After Mr. Tiffany first saw them, the flames quickly spread to the Torpedo Hotel and saloon of Eschbacher & Dilly, on the corner of Hawthorne avenue and East Water street. The building was almost the approach of the Madison-street bridge. Barnes Eschbacher, one of the owners of the hotel, said yesterday, in giving his experience, that it was with the utmost difficulty that all the people were able to get out of the building in time to escape the fire. He said that he went from room to room and saw that every roomer was awakened, and the left on the building. Some were so confused that they had almost to be dragged from their rooms. None were able to do more than dress, and no time was left to save their belongings.

In the Johnson boat yard the light-draft steamer of the Oregon City Transportation Company was being completed on the ways, and it might have been launched the middle of next month. But the greatest loss in the boat yard was the fine lumber vessel built for the Wheeler Lumber Company of Tillamook. It was practically completed, and was moored close into the shore near the board. It was launched about two weeks ago.

ESTIMATE OF LOSSES.

Total Will Reach \$372,000—Partially Covered by Insurance.

The East Side Lumber Company sustained the greatest loss. There has not been any definite estimate as yet, but Mr. J. W. Kane, a member of the firm, said yesterday that their losses would amount to about \$100,000. Of this loss one-half is covered by insurance. The East Side Lumber Company is what was formerly known as the Hogue mill. A large amount of lumber which was in the yard was also burned. The company has not yet decided whether or not it will rebuild. A meeting will be held within the next two weeks, when future action will be decided upon.

J. H. Johnston, when asked for an estimate of his loss, refused to give any figure. His account of the property destroyed, however, places the loss at about \$60,000. His yard was well equipped for shipbuilding, and his plant could easily be valued at \$100,000. He had in course of construction two boats and one schooner for the Wheeler Lumber Company. Masts were being set up, and the boats were ready for use within two weeks. Their value was about \$30,000. A steambot for the Oregon City Transportation Company had the machinery installed, and was almost ready for use. Its value was placed at \$20,000. Mr. Johnston has contracts on hand to rebuild his yard to a certain extent. He will not build as good a plant as he had, for he only has two years more lease upon the ground. He had but little insurance.

To Repair the Bridge.

A meeting of the County Commissioners was held yesterday, at which W. B. Chase, City Engineer, was present. The cost of repairing the bridge, according to Mr. Chase's estimate, will be at least \$80,000. It was decided to put on a large force and have the bridge ready for use as soon as possible. The City Engineer said yesterday that he expected to have the cars running across the bridge within seven days. The plan of work, as now outlined, will be to tear the two spans to pieces, saving as much of the iron and wood as possible. Piles will then be driven out around the bridge line, and the new spans will be constructed. The other Mr. Chase advised to discard altogether, and to put in its place a substantial trestle. The approach and the elevated streets from the bridge span will have to be repaired by the city. The Council has not yet taken any action in the matter.

The loss to the city may be fairly estimated at about \$100,000. It is believed that immediate steps will be taken to repair the damage.

Portland City & Oregon Loss.

The Portland City & Oregon Railway Company started cars on time yesterday morning, and also commenced repair work on the track. "It would be impossible to estimate our loss," said Superintendent Tiffany, of the Portland City & Oregon Railway Company. "This is the worst time in the year for such an accident. We will miss the biggest day in the year, the Fourth of July, and several special trains, besides our regular traffic, which is large."

The loss in property, as nearly as can be determined, consists of a warehouse, valued at \$12,000; a little over one block of track, \$3000; seven cars, valued at \$500 each; \$5000 barn, with wagons and harness, \$3000, and poles and wires valued at \$800, making a total of \$23,000. The company has arranged to transfer with the City & Suburban Company, and the cars were running as usual yesterday, east of the bridge. The company will also carry freight to within a block of the old warehouse. Men were at work yesterday tearing

ing down the ruins, and work will be commenced on the repairing of the track at once. Superintendent Tiffany said yesterday that he expected the cars to be running over the bridge within three weeks.

Loss of Burpee & O'Reilly.

Burpee & O'Reilly lost heavily. All of the buildings of the old Wolf & Zwicker Iron Works and the building of the Phoenix Iron Works had been recently purchased by them. Their value was about \$75,000, as estimated by a man who helped build them. The Torpedo Hotel was also owned by them, and valued at about \$50,000. They estimate their loss at about \$125,000, of which \$25,000 was covered by insurance. The hotel will be rebuilt with all possible haste, and until it is, Mr. Eschbacher said yesterday, "A large tent will be stretched and business carried on in these quarters."

Phoenix Iron Works Loss \$200,000.

The loss of the Phoenix Iron Works was estimated at \$200,000 by F. Wolf, who is thoroughly informed concerning the plant. On this there were lost \$250,000 in insurance. Samuel Morrow, Philip Buehrer, H. Fox, E. Wolf, Frank Zigler, L. Stelshouser and M. G. Wolf owned stock in the Phoenix Iron Works.

Standard Oil Company's Loss.

"The loss to the Standard Oil Company," said George C. Flanders, "was between \$3000 and \$10,000. Our stables, office, warehouse and about 1500 cases of oil burned. Two members of the police force, David Connor and Welch, did much damage saving our plant, and deserve much praise for the work they did." The building in which the Farlin & Orendorf

LOSSES IN THE EAST SIDE FIRE.

East Side Lumber Company	\$100,000
Johnston shipyard	60,000
O'Reilly & Burpee, buildings	75,000
Portland City & Oregon Railway	23,000
Madison-street bridge	80,000
Phoenix Iron Works	200,000
Dr. James Surman, building	7,000
Standard Oil Company	10,000
Farlin & Orendorf	10,000
City of Portland	10,000
Star Mill Company	5,000
J. A. Freeman	5,000
Eschbacher & Dilly (Torpedo)	7,000
C. H. Reed	1,000
Pete Brauer	17,000
S. B. Hagey	1,000
Gus Brainer	700
Bicycle repair shop	300
Total	\$372,000

Orendorf farming implements were stored in the yard owned by James Surman. A complete stock was on hand, said to be worth about \$10,000. The building cost about \$15,000. They were partially insured.

Miscellaneous Losses.

Charles Carter and E. L. Cooper, who conducted the Star Mill Company, hay, feed and flour business, at the corner of East First street and Hawthorne avenue, estimate their loss at \$2000. They were tenants of the building, and their loss was entirely upon hay, flour, feed, etc. Three delivery horses in their stable were saved just in time to escape the flames. Only a few days ago they stored away 300 tons of hay, and all of this was lost.

C. H. Reed estimates his loss at \$2000. "I had \$1000 in groceries," said he, "that were burned, besides a very valuable diamond." Mr. Reed's residence has stood at East Clay and Water street for over 20 years. He carried no insurance. The farming implements and warehouse belonging to J. A. Freeman were worth about \$2000, and partly insured. Among the others suffering from the fire were the following: S. B. Hagey, lost a two-story residence, valued at \$1000, partly insured. Pete Brauer, saloon, \$1700, partly insured. Gus Brainer, saloon, \$700, partly insured. John Papp, butcher, \$350, and a bicycle repair shop, valued at \$300.

There were numerous other losses, which have not been accounted for. A conservative estimate puts the miscellaneous losses at \$10,000.

NECESSITY FOR A FIREBOAT.

Demonstrated by Saturday Night's Fire, Says F. A. Ballin.

"The necessity for a fireboat was realized by everyone who witnessed the conflagration Saturday night," said Fred A. Ballin, naval architect and mechanical engineer. "The vain attempts of the fire department to get close to the fire were a pitiful exhibition of impotence. No blame can be placed on Chief Campbell and his daring crew, who risked life and limb, but the blame solely rests upon the authorities who have refused heretofore to provide them the adequate means to combat just such fires as raged last night, with any hope of success."

"From Water street to the edge of the water is more than 20 feet, and no streets are opened or kept open between Hawthorne avenue to Morrison street, and as I did not see a stream of water which would throw 30 feet, and as Water street itself is built on piles, exposed to fire from underneath, the destruction of all property both sides of this street was a foregone conclusion. The only miracle is that this accident did not happen long ago. A fireboat Saturday night would have saved property four times its value. There was no reason why the property of the East Side Lumber Company, of Johnston's ship yard, of the railroad company, Madison-street bridge, and the vessels in the ship yard should not have been saved. A strong wind was in a northeasterly direction, a fireboat could have been stationed opposite the East Side mill and fought the fire in the old Wolf & Zwicker plant from the west and north side and could have flooded the lumber

yard with water. It could have reached the bridge spans and saved them from destruction.

"I have been asked what kind of size of fireboat would be most suitable, and will say, that after giving this matter years of consideration, I have come to the conclusion that such boat should be capable of throwing not less than 500 gallons per minute. It should have twin screws and not draw more than five feet in order to be available at low water. The hull should preferably be built of steel, on account of lightness, durability and safety, but a wooden vessel could be built, if properly sheathed and provided with self-sprinklers to answer present need. The principal advantage of a wooden boat would be that it could be built in less time and that it would be cheaper."

"In order to obtain a capacity of 500 gallons per minute, equal to about nineteen tons of water, two of the largest American Fire Engine Company's pumps would be required, which under test with the new Buffalo fireboat two years ago gave the following results. Each pump supplied:

Number of streams, 11; size of smooth-bore nozzle, one 1 1/2-inch and four 1/4-inch; water pressure, 170 pounds—100 feet 3/4-inch hose each line.
Number of streams, 2; size of smooth-bore nozzle, 1 3/4-inch and two 3-inch; water pressure, 115 pounds—Monitor nozzle fore and aft.
Number of streams, 2; size of smooth-bore nozzle, one 1-inch and one 3/4-inch; water pressure, 115 pounds—Monitor nozzle fore and aft.
Number of streams, 2; size of smooth-bore nozzle, one 1-inch and one 3/4-inch; water pressure, 200 pounds—Monitor nozzle fore and aft.
Number of streams, 1; size of smooth-bore nozzle, one 4 1/2-inch; water pressure, 180 pounds—Monitor nozzle fore and aft.
Number of streams, 1; size of smooth-bore nozzle, one 5-inch; water pressure, 120 pounds—Monitor nozzle fore and aft.

These results were attained with 150 pounds of steam pressure. Under test to contract, but could be exceeded, as the boilers were good for 200 pounds. "A fireboat equipped with two such pumps will compare favorably with anything on this coast, especially with the one of Seattle, which is reported to have 600 gallons capacity; in fact, however, can only hold eight streams viz., 42 inches, 3 1/2 inches, 1 1/2 inches, 1 1/2 inches, against 150 pounds pressure, which is equivalent to only 250 gallons per minute."

"Of the new boats built within the last couple of years, those of Chicago, Cleveland, Detroit and New York have a capacity of 900 gallons. They are all steel vessels, and their average cost was about \$50,000. Allowing for difference in cost of labor and material, such vessels would cost here about \$50,000, while one of the 500 gallons capacity could be constructed of steel for \$40,000 and of wood for \$35,000. It would require six months to build in wood, and eight to ten months to build in steel."

In Detroit and other cities fire mains are laid at right angles to the river and the discharge pipes from the boat at Detroit, 18 inches in diameter, are connected to them at the foot of the respective streets, where water is needed. By such means the fire engines are dispensed with and immense streams over a 100 feet high can be thrown from simple hose connections if the streams from the boat can reach far enough. "If we consider that the horsepower of a fire engine does not exceed 30 horsepower, and that the fire apparatus of the fireboat amounts to 65 horsepower, the effect will be clear."

TURKEY-HUNTING AN ART.

Wild Fowl Can Distinguish Marks of a Human Being.

Chicago Inter Ocean. The successful turkey-hunter is probably the most scientific sportsman in the world. He matches himself against the most acute of all feathered things. The turkey is not only gifted with extraordinary sight, bearing, wariness and alertness, but it knows the woods better than any man can know them, and it has distinctly the faculty of causality or reason. A turkey knows not only that the appearance of a certain part of the ground is not right, but also why it is not right.

It will distinguish readily between marks of passage made by a wild animal and a human being. Negroes assert that it can know of all feathered things, that a crow can smell powder, but there is no evidence that its sense of smell is especially developed.

Its power of sight is not great, nor is it enduring on foot. There are many animals which prey upon it and can outrun it. It has to depend for preservation upon its intellect, and this intellect has come to be remarkably developed. The turkey is not hard to feed and kill when it is gobbles from a tree top in the early spring morning, but the person who goes after one later in the day must know his business. It is sometimes taken in traps made of logs and roofed with branches, there being an entrance under the bottom log. Once inside, having been lured there by parched corn grains, it travels around and around looking for an exit higher than its head.

It is sometimes slain, too, by being led to a shallow trench dug in the woods and sprinkled with parched corn, a V-shaped blind having been so placed that the bird, if shot, legitimately, however, at any time save at daybreak or when flying into its roost at night, it must be called to the hidden gun, and in this the science of the hunter is made manifest.

INAUGURATION OF REGULAR BEACH SERVICE.

June 23, at 11:30, noon, the steamer T. J. Porter left for the beach, and will continue on this run during July and August. Low round-trip rates for the season will be Saturday rate good for return Sunday night, only \$2.50. Ticket office Third and Washington.

Klamath Hot Springs.

Most noted summer resort in Northern California. Near South Pass, convenient for Oregon people. Address Edison Bros., Beavercreek, Cal.

OUR TRADE WITH BRITAIN

DESPITE PREJUDICES IT IS INCREASING RAPIDLY.

Would Grow Faster if Americans Would Consider British Penalties—Origins Now Concealed.

WASHINGTON, June 22.—Roderick Emory, chief of the Bureau of Foreign Commerce, today made the following extract from "Commercial Relations for 1901," showing the state of our trade relations with Great Britain. Most noticeable, perhaps, of all prevailing trade conditions in England, says Consul C. S. McFarland, in Nottingham, is the nervous agitation against foreign goods which has sprung up among the British people. There has long been protest against German products, but the recent enormous growth of American trade in all branches has forced itself on the attention of the British newspapers, manufacturers and the public generally. The British people are nothing, if not loyal, and they inherit the belief that a British trade-mark is a guarantee of quality. There is a disinclination to purchase American or German wares unless by reason of novelty of design or economy. The latter appeals irresistibly. The retail dealer thereof is chary in his offerings and many lines of goods are now sold without comment which one or two years ago were advertised as of American make or American style.

The Diamond Match Company parades its goods under the English name of Bryant & May; the American Tobacco trust calls itself the English Tobacco Company, and advertises its goods as made in England by British workmen. The proprietary medicines which were first introduced as American discoveries, now blot from their advertisements anything that might identify them as importations from the United States.

With every internal ailment, from the apparent effects of the South African war to the idleness of labor in certain localities, attributed to American competition, the prevailing prejudice cannot be understood. But despite all prejudices, continues the Consul, and solely because of cheapness, American trade in every line continues to develop. It might double at a bound if the exporters would only study and conform to the peculiarities of the British demand.

In shoes, hosiery, farm and general machinery, shelf hardware, and stoves, coal ranges, furniture of all classes, dress novelties, canned fruits, vegetables, meats, etc., the volume of trade grows gradually and surely. Leicester, which a few years ago exported shoes to a considerable extent, now not only does not export, but uses a great deal of American-made shoes. While three-fourths of the shoe machinery in use is either of American make or from American patterns, and American shoes are successfully sold throughout the district, the shoe factories have made their appearance this year, and in almost every store American wares are gradually and surely finding place.

The above remarks, Mr. Emory says, are confirmed by the report of other Consular representatives in England. Consul Boyle, of Liverpool, reports large increases in imports of canned fruits from the United States. The packing of green fruits has improved notably, to the general satisfaction of the trade in England. Since the process of "chilling" beef has been adopted there is practically no competition from other countries in this trade.

One of the leading shipbuilding firms has ordered from the United States steel plates amounting to 25,000 tons.

Hours Too Long for the Business.

BERLIN, June 22.—Transactions on the bourse have grown so light that operators are agitating for shorter hours. Some demand that the bourse close at 2 o'clock in the afternoon, while others demand that it be closed two or three days a week through July and August. Domestic government securities were quiet last week, but quotations were maintained. Among the foreign government securities, Russian 4 per cents enjoyed the preference. Domestic rails were so sluggish that some days last week they were not quoted. Canadian Pacific now enjoy greater favor with Berlin buyers. Shares of the Hamburg-American and North German Lloyd lines weakened in reports of a poor freight market, and Hamburg and Bremen sold shares of both companies in Berlin. These shares have now lost almost all their recent advance, resulting from the publication of contracts which the German steamships made with the Atlantic shipping combine. There were hardly any transactions in bank here last week. Industrials of all classes were weak, orders for iron losing 1 to 2 points.

Operators in Berlin continue to discuss the probable effect of the American coal strike upon the German iron situation, and many of them argue that the strike must result in Americans buying in Germany as supplies in the United States diminish. The abundance of money continues and rates are easy. It is not believed that the semi-annual settlement will cause any marked effect on the money market values.

American Securities Improved.

LONDON, June 22.—Nothing occurred on the stock exchange during the past week to encourage a rise. On the contrary the market sagged somewhat under the big outstanding bull account. American shares were the exception, however, and almost all American securities improved. This improvement did not apply to United States Steel common, which was down slightly. The approaching coronation and the shorter settlement period in the history of the stock exchange have tended to reduce these to a minimum, and no one expects any activity until after the coronation. It is an interesting question whether business will increase then or not, but critics generally express the belief that it will. A large amount of dividend money will be released next July, and this money will seek reinvestment. The

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MELLIN'S FOOD COMPANY, BOSTON, MASS.

railroads appear to be reaping the benefit of improvement and economies, and unless the general business of the country shall decline, operators look for better times for the remainder of this year.

LESSON IN JOURNALISM.

Sermon Based on the Philadelphia Record's Recent Sale.

Indianapolis News. Last week there was a discussion before one of our clubs of the American newspaper. Of course, much was said about the so-called "yellow" paper, and most of what was said was well said. The newspaper business seems to be of never-failing interest to those outside of it, and therefore, a discussion of it is always interesting. To be sure, many suggestions are made in these discussions that could not possibly be utilized, but the fact that they are made proves that practically all our people wish to see the newspapers made as good as possible. Naturally, the question of earnings is always one that attracts much attention, and when people hear of large circulations, and of great prices paid for newspaper properties, it is not, perhaps, surprising that they fail to think of the vast expense of operating a modern newspaper plant. These questions are raised by the recent sale of the Philadelphia Record at public auction for \$2,500,000. It is thought that, counting the shares of the corporation that were not sold, it is safe to say that the property is worth at least \$3,000,000. And yet, comparatively speaking, the tangible property of the Record is insignificant. This great sum is paid almost wholly for its circulation, its advertising patronage, its reputation in the newspaper world—in short, for its good will. For the nine years ending with June of last year the earnings of the paper averaged—deducting interest paid on its bonded debt of \$500,000—\$122,000 each year. In other words, the purchaser gets an investment worth about 8 per cent.

AN UNEXPECTED HONOR.

The Boy's Courteous Unknown Guide Proved to Be the President.

Washington Post.

"Many years ago this happened to me in Washington one of the pleasantest episodes of my life," said former Governor Thomas G. Jones, of Alabama, to a Washington interviewer recently.

"I was a mere stripling of a boy and was proud of the fact that my father had allowed me to make a journey to the National capital on my own hook. The National Hotel was then the chief hostelry, and there I repaired, anxious to get a glimpse of the notables I knew to be living there. In wandering about the house it seems that I got into a private parlor quite by accident. The solitary occupant was a nice-looking old gentleman with a very benevolent face, and very soon we were chatting together in the freest way. 'I told him I came from the South and that my chief ambition was to shake hands with the President. At this he seemed greatly amused, but presently grew serious and told me that if I'd wait only a few minutes he would promise me the meeting that I longed for—that I should see and talk with the President.'"

"Presently he left me, but in a short while a servant brought word that I was wanted outside, and conducted me to the street, where the kind old man sat in a carriage drawn by a pair of splendid horses. 'Get in,' said he, and I lost no time obeying. All the way to the White House I was in a kind of trance, and it was not until we reached the Executive Mansion that I woke up."

"It must have been the extreme deference that I saw a lot of people and attendants pay my venerable friend that caused me to realize, as by a flash of intuition, that I had been taken under the wing of James Buchanan. It was the President himself that brought me to the White House. For a minute, with boyish diffidence, I hung back, but he made me go inside, and for an hour or more I was as royally entertained as though I had been a young prince."

RECREATION.

If you wish to enjoy a day of rest and pleasure, take the O. R. & N. train from Union depot at 9 A. M. for a short trip up the Columbia, returning, if desired, by boat from Cascade Locks. Tickets and particulars at O. R. & N. ticket office, Third and Washington.

Would Touch the Rabbi's Shroud.

London Telegraph. Most extraordinary scenes took place in



PANORAMIC VIEW OF THE RUINS, LOOKING NORTH FROM JOHNSTON'S SHIPYARD.