# OVER $7000 PER DAY

## June Customs Receipts Broke All Previous Records.

## YEAR'S RECEIPTS ARE $726,396

### Nonarrival of Calcutta Bag Ship Causes Prices to Advance—German Bark Oregon Is Safe.

The collections at the Portland Custom-House for the month and fiscal year ending Monday broke all previous records. The receipts for the month of June were over $150,000, a daily average of over $7300 for each business day of the month. For the year they reached the enormous total of $726,396 70, or something over $2000 for each business day in the year. These collections were made as duties on merchandise imported by Portland merchants and distributed by them from this port. The figures show an increase over the preceding year of about $200,000. The list of collections by months is as follows:

| | |
|---|---|
| July, 1901 | $49,966 15 |
| August | 45,566 15 |
| September | 25,916 76 |
| October | 30,277 24 |
| November | 22,868 59 |
| December | 28,196 95 |
| January, 1902 | 24,153 68 |
| February | 24,800 73 |
| March | 77,528 24 |
| April | 71,099 45 |
| May | 105,576 07 |
| June | 150,435 69 |
| Total for year | $726,396 70 |

While this business, as stated, breaks all previous records, the showing for the year just commencing will be much more favorable, as there are more than twice as many cargo ships now en route and listed for this port than were ever headed for here before. The inward business from the Orient is also picking up, and will be much heavier for the current year than it was last year.

### BAG SHIP'S LONG TRIP.

#### Local Market Affected by the Nonarrival of the Crown of Scotland.

The local grain-bag market has firmed up a little on account of the long delayed arrival of the British ship Crown of Scotland at San Francisco. This vessel is now out 161 days from Calcutta, and underwriters have become sufficiently alarmed over her long trip to offer 25 per cent reinsurance on her. The vessel has aboard 7,000,000 grain bags, and while there have been pretty liberal supplies received by steamer, the greater part of the bags on the overdue ship have been sold, and her loss would necessitate a readjustment of prices, which have already advanced from 5¾c to 6½c each, and are now quoted firm at the latter figure. The experience of the British ship Macduff, which came to Portland with bags two years ago, is still fresh in the minds of the underwriters, and probably is responsible for the rate not going any higher. The Macduff was out 175 days before she was spoken, and nearly 200 days before she arrived. At the time she was spoken 75 per cent reinsurance was being paid on her.

The Macduff left Calcutta February 5, or about 10 days later than the Crown of Scotland left this year, and put in about two months of the time loafing around in the Bay of Bengal in calms. It is believed that the Crown of Scotland has met with a similar experience, and local marine men who are familiar with the sailing route between Calcutta and the Pacific Coast are of the opinion that the vessel will show up all right. Bag ships have been coming to the Pacific Coast for 33 years, and out of 194 vessels in the trade, but one has ever been lost. This vessel was the British ship Naturalist, which sailed from Calcutta February 3, 1879, and was never afterward heard of. The fastest passage ever made was the British ship Prince Oscar, which made the run in 79 days. The longest passage to San Francisco was that of the Lynton, 168 days, in 1876. The average passage for 33 years between Calcutta and San Francisco was 112 days.

### GERMAN SALT COMING.

#### School Ship Herzogin Cecelia Is Bringing a Cargo From Hamburg.

The German school ship Herzogin Cecelia, from Hamburg for Portland, passed Lizard last Saturday. The arrival of the Herzogin Cecelia will probably further complicate matters in the local salt market, and both the salt trust on the Pacific Coast and the refiners of the East may be affected by the arrival of the new vessel. The Cecelia is reported to be loaded with a cargo of German salt, which she is bringing to Portland at a freight rate that will make the price laid down on the docks in this city very attractive for buyers. Stocks of salt on the Pacific Coast are already pretty large, and they will be increased in a few days by the arrival at Portland of the British ship Sierra Estrella, which is coming from Liverpool with something over 1500 tons on board. But little German salt has been brought to this port, and it is said that the shipment on the Herzogin Cecelia is something in the nature of an experiment, which, if successful, will be followed by others. A large amount of salt is used in this territory, and all that is brought in by sea affects freights to a certain extent, as it brings cheap tonnage here to load wheat.

### THE OREGON IS SAFE.

#### Captain Ohling Reaches Hiogo After Long Passage From Philadelphia.

The German bark Oregon has been removed from the list of overdue ships, having reached her destination at Hiogo after a passage of over 125 days. As high as 60 per cent reinsurance was paid on the vessel, the rate being much higher than it otherwise would have been, because Captain Ohling, who is in command, has so many fast passages to his credit that the speculative public did not seem to think it possible for him to make a slow passage. There is still quite a fleet of overdues on which reinsurance is being paid. Two of the 90 per cent risks have been dropped, and one of them, the H. F. Glade, was quite heavily backed to arrive by local speculators. The other, the Elliott, has been posted, after being out 193 days from Carrizal for Baltimore. The British bark Patterdale, a well-known old-timer in this port, is marked up to 85 per cent, on account of her 100-day voyage from Newcastle to Valparaiso. The Crown of Scotland, with a $400,000 cargo of bags from Calcutta for San Francisco, is now quoted at 25 per cent, with an advancing tendency.

### Moving Ships in Sections.

NEW YORK, July 2.—Westbound lake captains, who have just come here from the St. Lawrence and put into Charlotte for coal, report, says a Rochester dispatch to the Tribune, that the aft-section of the big ocean liner Minnewaska has been warped off the rocks in the St. Lawrence River, where it struck two weeks ago. The two halves of a sister ship, the Minnetonka, were conducted through the perilous waters of Lower Lake Ontario and the St. Lawrence in safety and reached Quebec without mishap. This news marks the practical completion of one of the most remarkable features of ship-building ever known on the great lakes. These two huge ocean-going freighters were built at Cleveland. Each of them is 500 feet in length. Close calculation showed that the length of the completed vessels would not admit of their passage of the locks in the Welland and St. Lawrence Canal by several feet. Consequently, it was decided to tow them down the lakes in sections, two to each ship.

### Had No Clearance Papers.

SEATTLE, July 2.—The steamer Tampico, of the Globe Navigation Company, arrived on Puget Sound today from San Francisco, and her officers are in bad straits over a serious mistake in leaving the Southern port without clearance papers from the custom-house. They will have to explain to the local officers. Their defense is that the customs office closed at 4 P. M., and they could not wait. The vessel is liable in any sum up to the value of the vessel, or seizure.

### Four Steamers Inspected.

ASTORIA, July 2.—The inspection was held today on the steamers Mayflower, Clara, Katie Weir and Edyth by Inspectors Edwards and Fuller.

### Domestic and Foreign Ports.

ASTORIA, July 2.—Arrived down at 9:40 A. M.—British steamer Indrapura. Sailed at 7 A. M.—Steamer Geo. W. Elder, for San Francisco. Condition of the bar at 4 P. M., rough; wind west; weather cloudy.

San Francisco, July 2.—Arrived—Steamer St. Paul, from Nome and St. Michaels; steamer Arcata, from Coos Bay; steamer Chehalis, from Gray's Harbor; schooner Guide, from Coos Bay; schooner Bainbridge, from Port Blakeley; schooner C. A. Thayer, from Gray's Harbor; schooner Transit, from Fairhaven; barkentine Tam O'Shanter, from Columbia River; steamer Pentaur, from Seattle; steamer Westport, from Bear Harbor; bark Gatherer, from Tacoma. Sailed—Steamer Columbia, for Portland; steamer Abydos, for Tacoma; schooner Queen, for Port Gamble; schooner Alumna, for Coos Bay; schooner Novelty, for Willapa Harbor; schooner Ocean Spray, for Coquille River; schooner James A. Garfield, for Coos Bay; schooner Sailor Boy, for Tacoma; steamer Acme, for Siuslaw River; steamer Wellington, for Ladysmith; steamer Wlefield, for Nanaimo.

New York, July 2.—Arrived—Pennsylvania, from Hamburg.

Cherbourg, July 2.—Arrived—Kaiserin Maria Theresa, from New York.

Liverpool, July 2.—Arrived—Oceanic, from New York.

Tacoma, July 2.—Arrived—Schooner William F. Witzemann, from San Pedro; steamship Tampico, from San Francisco. Sailed—Steamer Cottage City, for Alaska.

Lizard, July 2.—Passed—La Savoie, from New York for Havre.

Plymouth, July 2.—Arrived—Blucher, from New York for Cherbourg and Hamburg.

Liverpool, July 2.—Sailed—Nordland, for Philadelphia, via Queenstown; Teutonic, for New York, via Queenstown.

Cherbourg, July 2.—Sailed—Kaiser Wilhelm der Grosse, from Bremen and Southampton for New York.

London, July 2.—Sailed—Dendorah, for San Francisco.

Hong Kong, July 2.—Sailed—Olympia, for Tacoma, via Yokohama, etc.

Seattle, July 2.—Sailed—Steamer Ohio, for Nome; Cottage City, for Skagway. Arrived July 1—Ship Dashing Wave, from Skagway; steamer Garonne, from St. Michael; steamer Humboldt, from Skagway. Arrived July 1—Japanese steamer Riojun Maru, from Hong Kong.

Sydney, N. S. W., July 2.—Arrived previously—Miowera, from Vancouver, via Honolulu and Brisbane.

Liverpool, July 2.—Arrived—Dominion, from Montreal.

Moville, July 2.—Arrived—Pretorian, from Montreal for Liverpool.

Queenstown, July 2.—Arrived—Ivernia, from Liverpool for Boston. Sailed—Ultonia, from Liverpool for Boston.

Antwerp, July 2.—Sailed—Switzerland, for Philadelphia.

Southampton, July 2.—Sailed—Kaiser Wilhelm der Grosse, from Bremen for New York.

New York, July 2.—Sailed—Menominee, for London; St. Louis, for Southampton; Majestic, for Liverpool.

## TUNNEL CAVES IN.

### Hill Settles Down on Lake Erie & Wheeling Tracks.

MINERVA, O., July 2.—With a rumbling and grinding that could be heard for miles, the tunnel on the Lake Erie, Alliance & Wheeling Railroad, near here, caved in its entire length early today. Work was commenced some time ago to uncover and make a cut of the hill, and some of it had been accomplished. One hundred men were preparing to go in when, without warning, the entire hill settled down on the tracks.

There was but one life lost in the caving in of the tunnel, which victim was Joseph Higgins, a Hungarian. The other workmen escaped by running when the first fall occurred. Traffic on the road will be resumed tomorrow.

### Train Derailed in New York.

BENNINGTON, Vt., July 2.—As a result of the derailing of the Troy-Montreal express on the Rutland road, at a switch at Hoosic, N. Y., near this city, today, about 25 people were injured, five seriously and one probably fatally. Those seriously injured are: Allen Huckenslus, Philadelphia, 14 years of age, injuries to back, will probably die; John Brovenche, baggagemaster, Rutland, back and side injured; Daniel O'Brien, North Adams, Mass.; William Doole, New York; J. R. Hutchinson, Sheldon, Vt.; B. R. Parsons, conductor, Rutland.

### Caught on a Trestle.

YOUNGSTOWN, O., July 2.—Three brothers, Mike, Simon and Luke Shaokvie, were caught on the trestle of the Mahoning Valley electric line, near St. Ruths, four miles east of here, last night, and in an endeavor to escape injury lay down on the edge of the rails. Mike had his leg and arm torn off, hip fractured and nose broken, and is in a critical condition. Luke was struck by the car and died from a fractured skull. Simon was knocked off into a gully 30 feet below and escaped with slight injuries.

### Candidate for Chief of G. A. R.

WASHINGTON, July 2.—The Department of the Potomac, G. A. R., has a candidate for commander-in-chief of the order. The election of John McElroy, managing editor of the National Tribune, is urged by the local veterans in a circular letter just issued. The advantage of locating headquarters at the National capital in constant touch with Congress, the President and other high officials of the Government is also pointed out.

Mr. McElroy has been a member of the organization for 36 years. His military record covered the period from October, 1862, to the close of the war. He served in Company L, Illinois Volunteer Cavalry. He was a prisoner at Andersonville and other places. He has had editorial control of papers of National reputation for 28 years.

### Woman Lived in Three Centuries.

CHICAGO, July 2.—A quaint Polish litany was sung last night over the body of Mrs. Eva Wilenska, oldest member of the Polish settlement in this city, who is dead at her home in West Seventeenth street.

Mrs. Wilenska was born in 1799, and thus attained the distinction of living in three centuries. Her birthplace was at Nijosto, and she spent all of her life in Poland up to 13 years ago. She retained possession of all her senses till her last hour, and often would tell of Napoleon's wars and especially of his passage through her village, of which, although only 14 year old at the time, she retained a vivid memory. She also would talk much about Kosciusko's death, which she constantly lamented.

### Cuts, Bruises and Burns Quickly Healed.

Chamberlain's Pain Balm is an antiseptic liniment, and when applied to cuts, bruises and burns, causes them to heal without maturation and much more quickly than by the usual treatment. For sale by all druggists.

# NOW MORE THAN 200,000

### THE RAILROAD MILEAGE OF THE UNITED STATES.

#### First Six Months of 1902 Shows Greatest Activity in Building for Several Years.

The Railway Age of June 27 prints the following statement of railroad construction in the United States covering particularly the first six months of the current year:

The railway mileage of the United States has passed the 200,000-mile mark. The figures at the close of 1901 were approximately 199,525 miles, and the construction for the first six months of 1902 brings the total up to 201,839 miles, the track laid during the first half of this year on 155 lines aggregating 2314 miles. This is nearly 500 miles in excess of the new mileage for the first six months of 1901, when 1817 miles were built. The total for the 12 months last year was 5222 miles, and if the same ratio is maintained this year it will readily be seen that the construction for the year 1902 will easily exceed 6000 miles. Tracklaying thus far this year has been distributed throughout 41 states and territories, the following states reporting no new mileage, although lines are under construction in all of these with the exception of two or three New England States: New Hampshire, Massachusetts, Rhode Island, New Jersey, Delaware, Wyoming, Nevada and Idaho. The following table shows the details by states of track laid from January 1 to June 1, 1902:

| States— | Lines. | Miles. |
|---|---|---|
| Alabama | 2 | 21.32 |
| Arizona | 4 | 17.95 |
| Arkansas | 15 | 138.21 |
| California | 4 | 50.27 |
| Colorado | 4 | 48.30 |
| Connecticut | 1 | 3.75 |
| Florida | 4 | 96.74 |
| Georgia | 7 | 124.57 |
| Illinois | 2 | 100.50 |
| Indiana | 4 | 44.21 |
| Indian Territory | 4 | 211.00 |
| Iowa | 4 | 61.65 |
| Kansas | 3 | 45.31 |
| Kentucky | 1 | 2.25 |
| Louisiana | 6 | 102.48 |
| Maine | 2 | 14.90 |
| Maryland | 1 | 4.00 |
| Michigan | 3 | 25.00 |
| Minnesota | 3 | 26.81 |
| Mississippi | 4 | 49.91 |
| Missouri | 8 | 64.84 |
| Montana | 2 | 52.68 |
| Nebraska | 1 | 12.00 |
| New Mexico | 4 | 190.15 |
| New York | 5 | 30.30 |
| North Carolina | 2 | 13.50 |
| North Dakota | 1 | 27.00 |
| Ohio | 3 | 16.70 |
| Oklahoma | 7 | 211.00 |
| Oregon | 2 | 10.70 |
| Pennsylvania | 9 | 86.60 |
| South Carolina | 1 | 22.00 |
| South Dakota | 1 | 3.20 |
| Tennessee | 3 | 15.00 |
| Texas | 10 | 226.06 |
| Utah | 1 | 14.50 |
| Vermont | 1 | 2.00 |
| Virginia | 2 | 8.00 |
| Washington | 7 | 72.30 |
| West Virginia | 5 | 22.21 |
| Wisconsin | 1 | 10.00 |
| Total in 41 states and territories | 155 | 2314.30 |

Texas shows the largest new mileage, with 226 miles. Oklahoma and the Indian Territory are tied for second place, with 211 miles each, and New Mexico is fourth with 190 miles. Other states showing 100 miles or over are: Arkansas, 138 miles; Georgia, 125 miles; Louisiana, 102 miles, and Illinois, 100 miles, Florida being near the 100-mile mark with 97 miles to her credit.

While the new mileage is widely distributed, the greater portion of it is located in the Southwest, the five States and Territories of Arkansas, Texas, New Mexico, the Indian Territory and Oklahoma contributing no less than 984 miles. The eight states and territories which are usually classed as Southwestern States have built 1143 miles of new line, which is nearly half of the mileage for the entire country. Other groupings are as follows: New England States, 21 miles; Middle States, 121 miles; Central Northern States, 196 miles; South Atlantic States, 287 miles; Gulf and Mississippi Valley States, 191 miles; Northwestern States, 183 miles; Pacific States, 172 miles. The states west of the Mississippi River have built 1613 miles, and the states south of the Ohio and east of the Mississippi 380 miles, making a total of 1993 miles of new line completed in the states south of the Ohio and west of the Mississippi River.

While many of the large systems of the country are building important extensions, the majority of them have laid but little track so far, the first six months of the year having been devoted largely to surveying and grading. Notable exceptions are the Choctaw, Oklahoma & Gulf, which has completed 202 miles in Arkansas, Texas and the Indian and Oklahoma Territories, and the St. Louis & San Francisco, which has laid 181 miles in the same states and territories. The Great Northern has built 122 miles in Montana, Washington and North Dakota; The Santa Fe system 68 miles in Arizona, Oklahoma and the Indian Territory; the Missouri Pacific 60 miles in Arkansas, Louisiana and Missouri; the International & Great Northern 64 miles in Texas; the El Paso & Rock Island 56 miles in New Mexico; the Seaboard Air Line 45 miles in Florida, and the Southern Pacific (Atlantic System) 42 miles in Texas. The large systems which are building extensions, but which have laid but little track so far, are the Rio Grande System, Chicago, Rock Island & Pacific, Chicago, Milwaukee & St. Paul, Burlington System, Northern Pacific, Southern, Louisville & Nashville, Chicago & Northwestern, Chesapeake & Ohio, Baltimore & Ohio, Norfolk & Western, Illinois Central, Missouri, Kansas & Texas, St. Louis Southwestern, Wabash and Oregon Short Line.

Two independent lines of importance now under construction are the San Pedro, Los Angeles & Salt Lake, which has laid 22 miles in California, and the Kansas City, Mexico & Orient, which has laid 20 miles in Kansas, as well as 25 miles in Mexico. Other independent new lines or lines whose identity has not been fully disclosed have laid track as follows: El Paso & Southwestern, 97 miles in Arizona and New Mexico; Illinois Valley, 100 miles in Illinois; Arkansas & Choctaw, 80 miles in Indian Territory; Ozark & Cherokee Central, 45 miles in Arkansas and the Indian Territory; St. Louis, Memphis & Southeastern (reported to be backed by the St. Louis & San Francisco), 43 miles in Arkansas and Missouri; Iowa & St. Louis, 24 miles in Iowa and Missouri; Des Moines, Iowa Falls & Northern, 20 miles in Iowa.

The following table shows the building by years for the first six months and for the entire year since 1892, inclusive:

| Year— | First six months. | Entire year. |
|---|---|---|
| 1892 | 1367 | 4178 |
| 1893 | 1014 | 2635 |
| 1894 | 535 | 1948 |
| 1895 | 641 | 1728 |
| 1896 | 788 | 1848 |
| 1897 | 622 | 1880 |
| 1898 | 1151 | 3018 |
| 1899 | 1960 | 4533 |
| 1900 | 1654 | 4436 |
| 1901 | 1817 | 5222 |
| 1902 | 2314 | .... |

The new mileage for this year embraced in our table does not include many logging and private roads which are being built for temporary use, but as large as the total is exclusive of such lines, it will undoubtedly be increased by returns from a number of companies which have not yet reported, but which have doubtless laid some track.

The work of grading is being pushed on several thousand miles of new lines in various sections of the country, and tracklaying is just commencing or will begin during July in many places. A good many lines report difficulty in securing rails, and this is the only thing that will prevent the completion of 6000 miles or over of new road during the calendar year 1902.

### Stockholders Accept Offer.

NEW YORK, July 2.—J. P. Morgan & Co., as depositories for the Louisville & Nashville Railroad Company and the Southern Railroad Company, have announced, according to the Tribune, that the holders of more than 51 per cent of the capital stock of the Chicago, Indianapolis & Louisville Railroad have accepted the offer made them on May 20 by the two companies first named. The deposit constitutes a final acceptance of the offer of purchase. The time for depositing stock is extended to and including July 31, after which date stock will be accepted, if at all, only on such terms as the purchasing companies may prescribe.

### HERBICIDE ON ROADBED.

#### O. R. & N.'s Experiment to Get Rid of Weeds and Grass.

The great care of the O. R. & N. Co. to make and maintain a track that shall be faultless has led to the report that the right of way was to be shampooed periodically in order to clean it of weeds, dust, dandruff and cinders. Strength was given to the report by the statement that the company had already begun sprinkling the track with herpicide. Neither of these reports is strictly true, however, and Superintendent O'Brien hastens to make correction in the hope that the Peripatetic Union may not strike upon his line.

The fact is that the O. R. & N. is seeking a cheap and effective means to get rid of weeds and grass that persist in growing on the roadbed. The old-fashioned method is to have section men go along the track and laboriously dig the intruding vegetation from the soil. That is slow and expensive, but the ingenuity of railroad men has not yet certainly provided a better means of dealing with the problem. The O. R. & N. Co. is experimenting with a herbicide that promises to be a worthy successor of this function of the section hand, and if it shall hold out in efficiency the toilsome job of hoeing whole railroad systems will soon be but a memory.

A stretch of track near Clarnie, in this county, and another mile of track near Weston, Umatilla County, have been treated with herbicide. No reports have yet been filed from the Clarnie experiment, but from Weston comes the statement that the herbicide is a glittering success. All vegetation on the roadbed where it was applied shriveled up and died and the wind blew it away in a few days, leaving a perfectly clean track. Whether a new crop will grow where the herbicide has been sprinkled is yet undetermined. The experiments will be continued through the season under varying conditions, and if the new method of getting rid of weeds shall prove to be all that is claimed for it another wrinkle will be added to railroading.

### TO DISCUSS FREIGHT RATES.

#### Invitations to Presidents of Railroads for That Purpose.

COLFAX, Wash., July 2.—At a meeting of farmers held here yesterday to discuss the proposal of the railroads to meet the farmers for the purpose of discussing a reduction in railroad freight rates, especially on grain, it was decided to send a special invitation to the presidents of the O. R. & N. Co., the Great Northern and the Northern Pacific, to meet the farmers at a date to be fixed by the railroad presidents. The meeting was organized with R. C. McCroskey, of Garfield, chairman, and Alfred Coolidge, of Colfax, secretary. Speeches were made by Lillis F. Smith, of Endicott, who farms 2000 acres of land; R. C. McCroskey, of Garfield, who cultivates 1700 acres; Edward Johnson, of Colfax, who cultivates 2600 acres; Harry Cornwall, of Colfax, who owns large tracts of land in the county; J. C. Lawrence, and M. Byrne, both of Garfield, who are extensively engaged in farming. All were in favor of meeting the railroad presidents on the plan as set forth by C. P. Chamberlain, formerly receiver of the Central Washington Railroad, who is believed to be representing the railroads, and invitations to Presidents Hill of the Great Northern; Mellen, of the Northern Pacific, and Mohler, of the O. R. & N., were written and mailed this evening. The letters are alike, except the address. A copy of the letter mailed to President Mohler is here given:

Colfax, Wash., July 2.—A. L. Mohler, president, O. R. & N. Co., Portland, Or.—Dear Sir: At a meeting of the farmers of the Palouse country, held at Colfax, June 2, 1902, it was unanimously agreed that you be invited to meet us at Colfax at a date most convenient to you, to confer on matters of common interest to the railroads and the people, and to see if our mutual interests could not be subserved by a reduction in freight rates.

If you can attend such meeting please indicate when it would be convenient.

Address reply to secretary. Yours respectfully, R. C. M'CROSKEY, Chairman.
Attest: A. COOLIDGE, Secretary.

### POSTAL'S AGREEMENT.

#### Acquires Exclusive Rights on the Lines of Pennsylvania Railroad.

NEW YORK, July 2.—The following statement is issued by the Postal Telegraph Company:

An agreement has been consummated between the Postal Telegraph Company and the Pennsylvania Railroad Company, under which the Postal Company acquires the exclusive right to transact commercial telegraph business on the lines belonging to the railroad system east of Pittsburg and Erie, Pa., and to string wires on the railroad company's poles and rights of way. The agreement took effect July 1, and the transfer of offices will be made as rapidly as possible. It is understood that similar agreements covering the remainder of the railroad company's system will be put in force as soon as the existing contracts with the Western Union Company expire.

The Postal has within the past two years made substantial gains in various other directions, notably in the acquiring of branch offices in all the principal hotels of the country. The company has recently opened offices in every important hotel on the St. Lawrence River and has made numerous connections with railroads, particularly with roads extending into the newly developed copper and coal producing territory in the South and Southwest. It has also within the past few years secured long-term leases in the most desirable locations in the larger cities of the country, and has completely refitted its offices in those cities with new and improved apparatus, and is expending $1,000,000 per year in the rapid extension of its lines in all directions.

### Railroad Notes.

Assistant General Passenger Agent Charlton, of the Northern Pacific, has returned from an absence of several days in Washington.

A meeting of the friends of the late W. H. Mead will be held at the parlors of the Portland Hotel this morning at 11 o'clock to take suitable action regarding his death. The funeral will be held in Brooklyn, N. Y., today.

The O. R. & N., the Oregon Short Line, the Northern Pacific and the Great Northern Railroads have applied for membership in the Transcontinental Passenger Association, dating from July 1. The next meeting of the association will be on the 15th.

### Anxious for Notoriety.

DENVER, July 2.—Disappointed in a love affair and in her ambition to become an actress, Miss Pauline Davison, aged 20 years, committed suicide last night with chloroform. She had been working here as a domestic the past two months. Her parents live in Lawrence, Kan. She left a note, with her picture, for the newspapers, in which she said: "Now, make the most of the opportunity. I am about to commit suicide, and I think it is about the only way I can make myself notorious."


### The Parisian Masseuse,

Has renovated her massage parlors and has two young graduate assistants. Refined people only. 208 6th. Phone West 1973.


# ANOTHER CHANGE ON N. P.

### ENTIRE PASSENGER TRAIN SCHEDULE OVERHAULED SUNDAY.

#### Two Through Trains and Two Local Trains to and From Portland —One Stops at Tacoma.

A new time schedule will go into effect on the Northern Pacific Railroad next Sunday, under which there will be two local trains and two through trains in and out of Portland. In other words, trains 3 and 4, running to and from St. Paul, which now leave here at 11:30 P. M. and arrive here at 5:20 P. M., will stop at Tacoma, and a local train leaving Portland at 11:45 P. M. and arriving here at 3:05 P. M., making close connections with the St. Paul train at Tacoma, will be added to take the place of the through train between Portland and Tacoma. The new schedule, as nearly as it can be ascertained now, will be as follows at Portland:

| | Leave Portland. | Arrive Portland. |
|---|---|---|
| Tacoma and Seattle express | 7:25 A. M. | 6:50 P. M. |
| Burlington special | 11:15 A. M. | 11:10 P. M. |
| North Coast Limited | 3:20 P. M. | 7:00 A. M. |
| Tacoma express | 11:45 P. M. | 3:05 P. M. |

The present leaving times of Northern Pacific trains at Portland are 8:25 and 9:25 A. M., and 2 and 11:30 P. M., and the arriving times are 7 A. M. and 5:20, 6:45 and 11:10 P. M.

Hereafter the North Coast Limited will run by way of Seattle, instead of making the Seattle connection by means of a local train to Auburn Junction.

The official time card has not yet been given out, but from the preliminary figures it is regarded as reasonably certain that the new arrangement will go into effect as here given. Some modifications of the time card at intermediate points will be made, and it may be that the necessity for change of cars at Tacoma will be avoided on the one broken train.

## CHRISTMAS' CHARGES.

### Cousins' Remarks in Exoneration of the American and Danish People.

WASHINGTON, July 2.—In the course of his remarks yesterday on the report of the committee which investigated the charges of bribery in connection with the purchase of the Danish West Indies, Representative Cousins, of Iowa, had the following to say in exoneration of the American and Danish people, on the American Congress and the press:

"This is the indictment, which, according to this report, Mr. Christmas drew against his own country and against himself when he returned. It seems that he had fallen out with everybody and was discredited by everybody, except possibly by the gentleman from Tennessee, ably assisted by the honorable gentleman from Alabama, who at least gave him sufficient credit to spread upon the record the ludicrous and monstrous charge which not only involves by name two members of this body, but directly impugns the honor of the whole American Congress and the press.

"Nothing in this report, nor the facts developed by its investigation, necessitates denial, either on the part of Congress or of the press, even the assertion that the Prime Minister of Denmark expressed to Christmas his abhorrence for the political situation in America which makes it necessary to offer money in order to bring political action. The American people suspect neither themselves nor Denmark. They know too well the sterling qualities of Danes who live among us to believe that any high official of that country ever uttered such unbelievable and preposterous scandal."

### American Trolley Line in England.

NEW YORK, July 2.—Thomas Nevins, of East Orange, will sail Saturday to take up the work of constructing 147 miles of trolley between Liverpool and Manchester. The work will entail an expenditure of $20,000,000, all of which will be furnished by American financiers. Mr. Nevins, who, with his father, is prominent among the pioneer traction contractors of the East, said:

"The English do not seem to have awakened to the possibilities in electric roads. We look upon England as containing our principal interests nowadays, because the field there is so largely undeveloped. We have done a great deal of work in this country, but it is pretty well supplied now, and the field of operations is consequently restricted. In England it is practically unlimited."

### Suicide of Chicago Clubman.

CHICAGO, July 2.—Siegmund Guthmann, vice-president of the wholesale shoe firm of Guthmann, Carpenter & Telling, and a well-known clubman, shot and killed himself at his home today. The other members of the firm could not explain the cause.

### THE FOURTH AT ASTORIA AND LONG BEACH.

For the accommodation of Astoria and North Beach people, the I. R. & N. Co.'s steamer Nahcotta will make two round trips between Astoria and Ilwaco on July 4, leaving Astoria at 7:45 A. M. and 12 noon. Leave Ilwaco at 10 A. M. and 3 P. M. The O. R. & N. steamer T. J. Potter will leave Astoria on the 4th for Ilwaco at 6:45 P. M.; returning leave Ilwaco at 11 P. M.


## HOPELESS CASES.

When the doctor leaves and says the case is hopeless, what remains to be done? Nothing, if the doctor's word is final. Much, if you will listen to the statements of men and women who were once "hopeless cases" given up by doctors, and who were perfectly and permanently cured by the use of Dr. Pierce's Golden Medical Discovery.

Nothing is more sure than that thousands of men and women with diseased lungs, obstinate coughs, hemorrhage, emaciation and night-sweats, have been restored to perfect health by the use of the "Discovery." Will it cure you?

It has cured in ninety-eight cases out of every hundred where it was given a fair and faithful trial. By that record you have only two chances in a hundred of failure and ninety-eight chances of being restored to perfect health. It is worth trying.

Abram Freer, Esq., of Rockbridge, Greene Co., Ill., writes: "My wife had a severe attack of pleurisy and lung trouble; the doctors gave her up to die. She commenced taking Dr. Pierce's Golden Medical Discovery and she began to improve from the first dose. By the time she had taken eight or ten bottles she was cured, and it was the cause of a large amount being sold here. I think the 'Golden Medical Discovery' is the best medicine in the world for lung trouble."

FREE. Dr. Pierce's Common Sense Medical Adviser containing over a thousand large pages is sent *free* on receipt of stamps to pay expense of mailing *only*. Send 21 one-cent stamps for the book in paper covers, or 31 stamps for the cloth-bound volume. Address Dr. R. V. Pierce, Buffalo, N. Y.

## The BEST of EVERYTHING.

THE NORTH WESTERN LINE

YES, that is just what you get if you travel by the

North-Western Line to Chicago

By way of the TWO BIG CITIES Minneapolis and St. Paul.

All Thro' Trains from North Pacific Coast connect with trains of this line In Union Depot, St. Paul.

CALL OR WRITE FOR INFORMATION.

W. H. MEAD, General Agent, 248 Alder Street, PORTLAND, ORE.



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ALL HAVANA FILLER

"FLORODORA" BANDS are of same value as tags from "STAR," "HORSE SHOE," "SPEARHEAD," "STANDARD NAVY," "OLD PEACH & HONEY," "SAW LOG," "OLE VARGINY" or "MASTER WORKMAN" Tobacco.

6



## CURE MEN MEN

Dr. Talcott & Co.
250½ Alder st., Portland, Or.


TRAVELERS' GUIDE.

## TIME CARD OF TRAINS

NORTHERN PACIFIC

### PORTLAND

| | Depart. | Arrive. |
|---|---|---|
| North Coast Limited | 2:00 P. M. | 7:00 A. M. |
| Twin City Express | 11:30 P. M. | 5:20 P. M. |
| Kansas City and St. Louis Special | 8:25 A. M. | 11:10 P. M. |
| Puget Sound Limited | 9:25 A. M. | 6:45 P. M. |

Take the Puget Sound Limited for Olympia, South Bend and Gray's Harbor points. All trains daily. Four trains daily to Tacoma and Seattle. Three through to the East.

A. D. CHARLTON, Assistant General Passenger Agent, 255 Morrison st., corner Third, Portland, Or.


## WHITE COLLAR LINE

STR. BAILEY GATZERT.
PORTLAND-ASTORIA ROUTE.
Round trip daily except Sunday.
TIME CARD.

Leave Portland ..... 7 A. M.
Leave Astoria ..... 7 P. M.

THE DALLES-PORTLAND ROUTE.
STRS. TAHOMA AND METLAKO.
Daily trips except Sunday.
STR. TAHOMA.

Lv. Portland Mon., Wed., Fri. ..... 7 A. M.
Lv. Dalles Tues., Thurs., Sat. ..... 7 A. M.

STR. METLAKO.

Lv. Portland Tues., Thurs., Sat. ..... 7 A. M.
Lv. Dalles Mon., Wed., Fri. ..... 7 A. M.

Landing foot of Alder street, Portland, Or. Both phones, Main 351.
E. W. CRICHTON, Agent, Portland, Or.



## Pacific Coast Steamship Co.

### For Southeastern Alaska.

Leave Seattle:

COTTAGE CITY, CITY OF SEATTLE or CITY OF TOPEKA, 9 P. M., June 4, 14, 16, 19, 28; July 2, 8, 10, 18, 22, 26, 30. SPOKANE, 9 A. M., June 14, 28; July 12, 26.

### For San Francisco

Leave SEATTLE at 9 A. M. every fifth day. Steamers connect at San Francisco with company's steamers for ports in Southern California, Mexico and Humboldt Bay.

For further information, obtain folder. Right is reserved to change steamers or sailing dates.

AGENTS—N. POSTON, 249 Washington st., Portland; F. W. CARLETON, N. P. Dock, Tacoma; Ticket Office, 113 James st., Seattle. M. TALBOT, Comm'l Agt.; C. D. DUNANN, Gen. Pass. Agent; GOODALL, PERKINS & CO., Gen. Agents, San Francisco.



## Astoria & Columbia River Railroad Co.

| LEAVES | Depot Fifth and I Streets. | ARRIVES |
|---|---|---|
| 6:00 A. M. | For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Pk., Seaside, Astoria and Seashore... Express Daily. | 11:10 A. M. |
| 7:00 P. M. | Astoria Express, Daily except Saturday. | 9:40 P. M. |
| 2:30 P. M. | Portland-Seaside Express, Saturday only. | |

Ticket office, 255 Morrison st. and Union Depot. J. C. MAYO, Gen. Pass. Agt., Astoria, Or.



TRAVELERS' GUIDE.

## O.R.&N.

UNION PACIFIC

### OREGON SHORT LINE AND UNION PACIFIC

THREE TRAINS DAILY FOR ALL POINTS EAST

| UNION DEPOT. | Leave. | Arrive. |
|---|---|---|
| CHICAGO-PORTLAND SPECIAL. For the East via Huntington. | 9:00 A. M. Daily. | 4:20 P. M. Daily. |
| SPOKANE FLYER. For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Gt. Northern points | 6:15 P. M. Daily. | 7:00 A. M. Daily. |
| ATLANTIC EXPRESS For the East via Huntington. | 8:30 P. M. Daily. | 8:10 A. M. Daily. |
| OCEAN AND RIVER SCHEDULE. | | |
| FOR SAN FRANCISCO. SS. Geo. W. Elder—July 1, 11, 21. SS. Columbia—July 6, 16, 26. | From Ainsworth Dock. 8:00 P. M. | 5:00 P. M. |
| FOR ASTORIA and way points, connecting with str. for Ilwaco and North Beach, str. Hassalo. Ash-street Dock. | 8:00 P. M. Daily ex. Sunday