MANY NEW-SEASON SHIPS ARE HEADING FOR PORTLAND.

Old-Timers Are Coming Back Again -Large Fleet of Steam Constern in Portland Trade.

The advance guard of the 1902-06 grain fleet from Portland is now winging its way in this direction, and sailings from some quarter or other are of almost daily occurrence. Among the fleet are the usual number of old-timers which have been coming here at intervals since they were built. The British ship Forrest Hall, which belongs to this class, sailed from Hong Kong for this port yesterday, and with a fair passage across the Pacific will reach Portland about the middle of Aupust. She has carried helf a dozen wheat pargoes out of Portland, and has a recard for very good passages. Another well-known old-timer in this port, the German bark Najade, sailed last Saturday from Yokohama for Royal Roads for orders It is not known whether or not she has been chartered, and if she has not she will probably be sent to Portland, as there is more wheat on spot here than there is

The Najade has made a pretty good record within the past three years. was dispatched from Portland in Febru-ary, 1899, by J. R. Cameron, again in April, 1800, by Girvin & Eyre, and in May, 1801, by Balfour, Guthrie & Co. On each of these trips after leaving Portland she went to Europe with wheat, thence agges the Atlantic in ballast, where she loaded oil for the Orient, and after dis-charging this cargo coming across the Paoffic in bullast, sailing over 25,000 miles on the round trip. In addition to a num-ber of August and September ships due at Portland, there are at least four vessels that may be expected at any time. They are the Dimsdale, which salled from Newcastle May 2; the Eskasoni from Yoko-June 7, and the Sierra Estrella, with from Liverpool.

RETURN OF THE THETIS.

Dutter Did Not Pind Lost Ships, and

Centennial Story Wes a Fake. PORT TOWNSEND, Wash., July 3.— The steamer Senator has arrived from Nome. The Senator brought no passenforms. The Senator brought no passengers on the trip down, it being known that the steamer would be quarantined on arrival here. The Senator left Nome June 24. Captain Patterson reports that the revenue cutter Thetis returned to Nome June 23, after an unsuccessful cruise in search of the missing Jeanle and Portland. Captain Healey reported that he had been miles into the Arctic Ocean, and had found absolutely no trace of the overdue steamers. He did not have much hope that the vessels would reach Nome, even if they were still affoat. The Thetis was filling her bunkers from the coal-lader schooner American when the Senator left, and expected to leave on June 24 to renew

the search for the steamers. Captain Patterson emphatically denies the report brought down by the steamer Centennial to the effect that the whaler Belvedere had arrived at Nome June 20 and reported the Jeanle and Portland in the ice June 17, 80 miles north of Cape Prince of Wales, with the Thetis standing by. Patterson said he had heard this ru-mor at Nome, but there was nothing in That the Belvedere had not arri Nome and that the arrival of the T tis had disproved the truth of the Belve dere report. Captain Patterson claims that the only report of the missing vessels that can be considered reliable is the state-ment of the natives of the Diomedes, who say that they saw two passonger steam-ers, one with two masts and the other with three, drifting helplessly in the los. When last seen the steamers were drifting northward through Behring Straits. It is quite probable that the last seen of Portland was when she was sighted the Nome City off Cape Prince of Wales. The last authentic report from the Jeanle is that she was sighted by a steam schooner. Elk No. 1, which was the first vessel to arrive at Nome this sea-It is doubtful if any further news from Nome will be received before the return of the steamer Indiana.

NEW STEAM COASTERS.

Large Fleet of New Craft Plying Out of Portland for Coast Ports.

The new steam schooner Santa Bar bara arrived in resterday with general cargo from San Francisco, and will load back for the Bay City with lumber. She is somewhat larger than most of the steam schooners that are plying in this trade, and will carry over 600,000 feet of lumber. The Santa Barbara belongs to a type of coasters which are becoming quite numerous on the Pacific, and the fact that all of them are kept moving would indicate that they were profitable restments. An idea of the extent of the business handled by the steam coast era is shown in their movements in and out of Portland within the past 60 days. In that period IT of these craft have load. departed from Portland with cargoes of lumber and miscellaneous produce. In that time some of the vessels have made a number of trips, but others have The Gray Steamship Company has main-

tained a regular service between Portland and the coast ports with the steamship Alliance, and has also had the Fuiton on the route part of the time. The names of the steam consters visiting the port since May 1 are as follows: Aberdeen, Lakme, Isque, Alliance, Despatch, Fulton, Homer, Bequoia and Prentiss. The Lakme is running under a time charter, carrying lumber to California ports, and the others go in wherever business offers.

MADE A FLYING TRIP. Steamship Indrapura Runs From

Portland to Astoria in Fast Time. The Portland & Asiatic liner Indrapura sailed from Astoria yesterday morning, after a day's delay at that port. The in-Grapura made the run from Portland to Astoria in 6 hours and 45 minutes, which is the best record made by any of the big liners. While the steamer was only drawing about 20 feet of water, she is a mammoth craft, over 600 feet long and about 30 feet beam, and as there are many short turns in the river where it was necessary to slow down, her time ild indicate that she covered some of the best portions of the river at the rate of at least 16 miles per hour. The best time ever made by a steamer of any-where near her size was that of the which went through drawing 23 feet of water and carrying 6000 tons of freight. The Hyson covered the distance in 6 hours and 20 minutes, but she was a slightly smaller craft than the Indrapura and had much more powerful machinery. Pllot Archie Pease took the Hyson down on her record trip, and elso the Indra-

SHIPBUILDING RECORD.

Output for Year Greatly Reduced by Strikes and Other Delays.

WASHINGTON, July 2.—During the fiscal year ended June 20, 1902, the Bureau of Navigation reports that 1877 yearels, of 477,981 gross tons, were built in the United States, as against 1979, of 489,856 tons, for the previous fiscal year. The decrease compared with last year is in sailing ves-sells and canal-boats, barges, etc. New steel steamers aggregate 255,195 tons, compared with 255.255 tons last year, Included in the total new tonnage are 84 versels, each of over 1600 tons, aggregating \$15.062 tons, or two-thirds of the output. Of this large construction, 41 steel steamers, of 159,625 tons, were built on the Great Lakes.

of nearly every large steamer has been delayed from three to eight months, and some are still on the ways which by this time were to have been in operation delay was particularly due to the steel strike last Summer and to the great de-mand for structural steel in all directions, to lower ocean freights and the lack of new shipbuilding orders, which has left builders and owners without motive for haste. Last July 25,000 of ocean steel steamers were under construction or un-der contract, while at present only about 160,000 tons are under construction and no large seaboard contracts are reported.

MR. PIRRIE'S OPINION.

He Does Not Believe the Ship Combine is a Mennee to England. LONDON, July 1.—The committee of the House of Commons appointed to inquire into the question of subsidies today heard William J. Pirrie, chairman of the Harland & Woiff Shipbuilding Company.
This witness, who figured so prominently
in the recent J. Pierpont Morgan ship
combination, expressed the opinion that
subsidies were given merely as a bounty,
and served to encourage inefficiency, and and served to encourage inemciency, and that even where they could be legitimately bestowed the tendency of cubeldies would be to foster individual as against general interests. Mr. Pirrie regarded foreign interests. Mr. Pirrie regarded foreign subsidies as a blessing in disguise, as they stimulated British shipowners to

keep more abreast of the times.

Replying to a question of the chairman Mr. Pirrie said the Morgan combine, which he proceeded to call a "community of interests," was established purely for commercial purposes, and on entirely busi-ness principles. He was convinced that a dangerous international situation was rapidly approaching at the time the deal was effected, but by the creation of this community of interests the future of the British shipping, as well as of British shippingling, was assured. In short, Mr. Pirrie considered the deal to be in every way satisfactory to the British. Giving subsidies would only invite retaliation in the most important markets of the world. The extent of state assistance

shipping was greatly exaggerated.

Mr. Pirrie also said that the feeling against the combination was due to mis-apprehension. All they had been doing was to act on the advice of the Prince of was to act on the advice of the Prince of Wales when he said "England must wake up." Mr. Pirrie thought that the best way for the Government to help British ship-ping was to deepen the approaches to and otherwise improve the chief ports. Mr. Pirrie added that British particips-

tion in the future in the world's carrying trade would depend less on subsidies than on imported business methods. He did not think it possible that subsidies would prevent the transfer of such ships as those of the White Star line to Amer

Will Encourage Subsidies.

NEW TORK, July 1.—There is increasing probability that the imperial conference will take advisory action respecting a steamship subsidy, cables the London correspondent of the Tribune. The question would be readily settled if the Imperial Communication would need this religious contracts around most Atheris in perial Government would meet Australia, New Zealand and Canada half way in the payment of subsidies. A Colonial official, who is well informed on this subject, says a combination could be formed in 24 hours if the home Government would agree to divide expenses with the colonies. Pressure on the conference may be exerted in favor of more liberal grants from the British Treasury. This result is more probable than the adoption of perferential customs. The steamship subsidy plan customs. The steamship subsidy plan favored by the conference is not likely to include any line like the Cunard, running between British and American ports,

Lake Liner Ashore. PORT ARTHUR, Ont. July 2.- The passenger steamer Iroquois, reported as over-due from Houghton, is ashors on Victoria Island, 17 miles south of Port Arthur. The Iroquois was coming in from Duluth yesterday, and went on the rocks in a for while trying to find the Victoria passage. It is not known how badly she has been damaged. The Iroqueis is a new steel steam vessel, valued at \$300,000, and belongs to Singer's White Line.

Catch of the Whaling Fleet. SAN FRANCISCO, July 1.—The steam-ship St. Paul, from Cape Nome, brings the first report of the catch of the whaling pects for hig harvest before the season ends are said to be good. The catch so far is as follows: Alexander, four; Will-iam F. Baylles, two; Karluk, one; Jean-otte, three; Belvidere, one.

Domestic and Poreign Ports.

ASTORIA, July 3 .- Salled-Steamer Elmo for Tiliamook. Arrived at 5 and left up at 10:50 A. M.—Steamer Santa Barbara, from San Francisco. Salled at 10:50 A. M.—Sritish steamer Indrandra, for Hong Kong and way ports. Condition of the bar at 4 P. M., moderate; wind west; weather foggy. Hong Kong. July 1.—Salled—British ship

Forrest Hall, for Portland.

Tacoma, July 8.—Arrived—U. 8. transport
Warren, from Seattle, Salled Steamship Tampico, for Beattle; bark John C. Potter, for Ladysmith.

urg, July 3.-Arrived-Blucher, from Havre, July 3 .- Arrived-La Savole, from

New York. Bremen, July 3.—Arrived—Kaiserin Maria Therena, from New York. Hoquiam, Wash., July 2.—Sailed—Schooner Vine, from Cosmopolis for Ean Francisco.

Plymouth, July 2.—Arrived Foerst Blamarck, from New York for Cherhourg and Hamburg.

Queenstown, July 3.—Salled—Nordland, for Philadelphia: Teutonic, for New York (both from the American Control of Co

New York, July 3 .- Sailed-Koenignen Lutes, for Bremen, Columbia, for Hamburg, via Ply-mouth and Cherbourg; La Bretagne, for Havre. Seattle, July 3.—Sailed—Steamer City of Puebla, for San Francisco; steamer Roanoke, for Nome. Arrived—Steamer Queen, from Ean Francisco; steamer Senator, from Nome.
San Francisco, July 3.—Balled Steamer Weilington, for Ladyamith; schooner Louis, for Williams Harbor; schooner Parkersburg, for Coquille River; steamer Arcats, for Coos Bay.

President Hadley to Young Men. Indianapolis News. So we think that President Hadley's

words are peculiarly timely. He is but reechoing the old message that has come down from the saints and sages of by-gone days. If there is one eternal voice sounding in the ears of men it is that which bids us beware of the seductions of the world and of "the decettfulness of riches." No young man in this country No young man in this country be allowed to graduate without hearing this old call to true living "Nothing can condone the error or undo the wrong." Men have thought that they could escape from the consequences of their sordicness and selfahness, that they could cheat their own consciences, and evade the operation of the great spiritual law. But they cannot. They may seem to prosper and be happy—sometimes they may even have a happiness of a certain sort. But in one way or another they pay the penalty. And nothing can be more pitiable than the college-bred man who deliberately puts his old ideals behind him, who abjures his principles and turns his back on what he knows to be right, and says to himself that he will "get on," no matter at what cost to his or or sense of what is just and true This is simply to sell one's own soul.

Senator Morgan.

Philadelphia North American.

If Senator Morgan in the end failed to win the approval of the Senate for the Nicaraugua coute, it still remains true that he more than any other man in public life has forced a settlement of the canal question. Session after session he has hammered away at the indifference and hostility of Congress, always keeping the project before the people. His zeal has sometimes led him into error, but none the less in the end he has won what amounts almost to a persona

The output of completed sea steamers on the scaboard has been much below the indications of last July. The launching taking.

Any one can take Carter's Little Liver pills, they are so very small. No trouble to swellow. No pain or griping after

ST. PETER'S DOME



A CHARACTERISTIC COLUMBIA RIVER SCENE, CONTAINED IN THE WHITE COLLAR BOOKLET.

A characteristic Columbia River scene is shown in the accompanying illustration from an artistic handbook issued by the White Collar Line, and entitled "'Up the Columbia River." The view shows St. Peter's Donie, and the terraces leading up to it. The photograph is copyrighted by Miss Lily E. White. The booklet is printed in double impression, giving a soft and pleasing effect, as the tones of the pages alternate between green and septs. The photographs were taken expressly for the publication, and the artistic views are all the work of well-known professional and amateur photographers. From the frontispiece of Captain Meriwether Lewis to the birdseys view of the Columbia River Gorgs, sketched by F. A. Boutledge, the book, with its irable in accomplishing the purpose for which it was designed—that of inspiring a desire to take a trip as delightful as the book itself.

of the same period, the creations of in-dependent industrial capital have amount-ed to approximately \$5,000,000,000. Reflect

upon the significance of this comparison and see what it teaches, 1. That impos-ing as the expansion of the trusts may seem, that of the independent industries is immeasurably greater. 2. That our

men of business have reached the conclu-

sion that conservatively financed and

well-managed corporations, with moder-

for advantages of the trusts. 3. That the

surprising magnitude of the new inde-pendent corporations evidences a very

tion: the efforts to create monopolles thus

proving self-deteating. 5. The foregoing considerations may be regarded as large-

y accounting for such facts as the fol-lowing: That the new independent con-cerns are so far generally doing well and

finding no difficulty in competing with the trusts; that a noteworthy proportion of

the monopoly claimed by certain trusts in their respective trades has been re-duced; for instance, United States Steel

began with a control of 80 per cent of National output, and now claims only 67

on steel and 45 on pig iron; while the

cent. As further symptoms of decadence,

it may be noted that, notwithstanding the extraordinary prosperity of trade, not

a few of the trusts are falling far behind

their early promises as to net earnings; expectations as to economies are failing more or less to materialize; and in sev-

eral notable cases the consolidated con-cerns have been disbanded, while others

appear destined either to early follow

sult or to be reorganized on a more con-

The foregoing facts foreshadow the im-pending outcome of the new movement. Its origin was based on a misconception

of the laws that inevitably control the movements of industry and commerce; and its issue can only be failure and the

return to natural competition, and that possibly with greater severity and a low-

er range of prices than has heretofore been experienced. The new-fashioned structures—so far as they may possess

substantial backing or exercise a mater-lal fleasure of control in their respective trades—may be able to weather the trial

after unloading their watered stock and

otherwise reconstructing their finances, for, with a sound financial basis and good

management, the magnitude of their scale

of business need be no detriment to their success but possibly a help to it; but, for

the others, it can only be that a reckon-

ing awaits them proportioned to their reckless ignoring of the laws of sound

finance and their folly in imagining that

they can hold the enterprise of this great-

est of all nations in unjust restraint.

There is no escape from the penalty of

making-haste-to-get-rich policy

which so many venturesome men have

been running for the last five years. The

ion; but the event may prove to be com-

JULY FOURTH AT VAN-

COUVER.

Portland Railway Company Will

Run Extra Cars.

To enable those wishing to visit Van-

in which the troops at Vancouver Bar-racks will take part.

The programme for the day is as follows:

9:30 Guard mount at barracks. 10:30 Parade, with all Government

troops and bands; literary exercises after

Is This Law Being Violated?

paratively distant.

battery grounds. Evening-Pireworks.

Late ferry and cars, 11 P. M.

servative basis,

lugar Trust has reduced its claim of ontrol from about 90 per cent to 50 per

millionaires and our substantial

Thoughtful and Urgent Array of Their Wenknesses.

New York Journal of Commerce. One thing connected with the great onsolidations of industrial capital merits consideration. From our carefully - prepared compilations, it appears that, from 1890 to 1901, both years inclusive, the new capitalizations of consolidated corporations aggregated \$5,474,000,000-of which \$1,998,000,000 consisted of preferred stock, \$3,382,000,000 of common stock and \$1,014,-000,000 of bonds. From this total of \$6,474. 000,000 of capitalization probably not any less than 2,000,000,000 should be deducted for spurious common stock; which would give about \$4,500,000,000 as the true capitalization (inclusive of bonds) of all the consolidations effected within the

last If years. It is a significant fact that, in the pro-cess of amalgamating these pre-existent corporations, the amount of bona-fide new capital thrown into the mergements tions, who are now employing their means does not exceed \$30,000.000. From this it follows that the process of consolidating our industrial units has not been in any appreciable degree responsive to the natural expanding demand for industrial capital; the limit of such accretions having been only \$5 per cent, or at the order of the of the control of the con rate of 15 of 1 per cent per year. Con-solidation, therefore, notwithstanding its imposing exhibitions of mammoth estanlishments, has made only the most trifling addition to our productive resource. Its display of power in the mass may have served the purpose of an alluring adver-tisement, but that effectiveness has been mainly among the uninitiated. Instead, therefore, of interpreting the new move-ment as representing a new method of enlarging our productive capacity, it is rather to be regarded as an expedient for shielding pre-existent capital against rather workings of competition natural Whether, within this narrow and re-strictive sphere, the trust is destined to prove a success, remains to be demon-strated by a process of tests which are as yet only in their beginnings and for the results of which we must patiently wait, Our real industries expansion within the past decade must be found under the aesis of normal methods rather than in nection with mammoth organizations, osing only for their magnitude, but deficient in their adaptations to bring out the best efforts of all classes of con tributors to the public welfare. The fol lowing compliation from our own records shows the creation of new companies with a capital of \$1,000,000 and upward in the four States of New York, New Jersey, Delaware and Maine during the year 1991:

companies
17 iron and steel companies.....
7 cement companies.....
20 sugar, glucose and breadstuffs 22,100,000 81 mining companies..... . 184,500,000 . 582,550,000

2979,900,000 68,250,000

Total of wholly new capital ... 2011,650,000 During the first five months of the current year the new companies organized in the same four states, possessing \$1,000,000 capital and over, exhibit a total capitalisation of \$1,008,000,000. Thus we have within the last 17 months an addition of \$1,969,856,000 to the industrial capital of four states. How much should be added to this total for the new creations in all the other state and for those In all the states with capitals below \$1,000,600 it is impossible satisfactorily to estimate, in the absence of trustworthy data. However, when it is remembered that these figures include only one of the New England States, none of the West-arm Southern or Pacific States and also ern, Bouthern or Pacific States, and also exclude Pennsylvania, it eppears wholly safe to conclude that our figures cannot cover one-half of the industrial creations of the whole country within the last 17 months. Therefore, whilst refraining from definite estimates, it does not seem unreasonable to suppose that, including large and small corporations, the addi-tions to the National industrial capital (exclusive of those for transportation appliances) must have increased approximately \$5,000,000,000 since the end of the

in this state to a law in regard to using the United States flag for advertisements. This law was peaced February II, 1901. The penalty for its violation is a fine of ent corporate enterprises affords much food for reflection to those who pussively trusts. As above shown, it has taken 12 not less than \$20, nor more than \$100. This notice is given for the purpose of remindyears to rehabilitate industrial capital which may perhaps be fairly valued at \$1,500,000,000, with a view to shielding in-

TRUSTS AND COMPETITION tions have made but insignificant addi- W. C. T. U. AT CHAUTAUOUA tions to the original capitals of the blended corporations. Within one-eighth Program of the Institute to Be Held at Gladstone Park.

One of the comparatively new and most interesting features of the W. C. T. U. work and one which has done much to secure it success is the institute work, which the managers of the Gladstone Chautauqua are pleased to announce takes a place in the class work of the assembly. The state organization has had the good fortune to secure as the conductor of this class Mrs. ate capitals, have nothing to fear from the competition and the supposed super-Wallace Unrun, who, although nominally a resident of Portland, has spent many years in continuous travel in our own country and Canada, speaking upon the various phases of thought advocated by emphatic and general conviction on this point. 4 That the independent industries are gaining so rapidly on the trust forces that the hopes of the monopolist organizations seem to be already foredoomed. 5. That the process of consolidating capitals has released large numbers of wellthe organization, and conducting institutes and conventions in all parts of the country. Not only thoroughly versed in methods of reform work, but keenly alive to every public interest, Mrs. Unruh makes an ideal conductor of classes, and those attending these are promised interesting hours wholly apart from their sympathy with the organization or its trained principals of successful corpora-tions, who are now employing their means

afterneon conferences will be held each day, where such subjects as "Child Culture," "Child Labor." "Woman in the Industrial Market." "Equal Suffrage." and other matters of interest to women will be discussed. A meeting in the interest of the kindergarten movement is being planned. One afternoon will be given to a reception to Mrs. Lillian Cole terest of the kindergarten movement is being planned. One afternoon will be given to a reception to Mrs. Lillian Cole Bethel, the brilliant parliamentarian, who has the charge of that drill. Miss Bethel is a prominent white-ribboner, and it is a large company of women will themselves of the opportunity to

The hour for morning classes has been changed from that given in the official programme to 9 to 10 A. M. The following programme is an out-line of work for morning classes. Many interesting features will be introduced:

Tuesday, July 8-Organization and pre-

Wednesday, July 9-"The Genius of the W. C. T. U.," Ada Wallace Unruh, Mrs. M. A. E. Stone. Thursday, July 10-"The Local Union Thursday, July 10-"The Local Union and What It Should Do," Mrs. Helen Harford, Mrs. I. M. Kern.
Friday, July 11-"The Relation of the W. C. T. U. to Other Women's Organizations," Miss Helen Chamberlain, of Newberg; Mrs. E. P. Morcome, of Wood-hurn.

Saturday, July 13-"Compulsory Arbi-tration," Mrs. L. H. Additon, Miss Frances Gotshall.
Monday, July 14—"Physical Culture," Mrs. M. L. Driggs and Miss Vesta Town-

Tuesday, July 15-"Non-Alcoholic Medication," Mrs. Dr. McGavin and Mrs. I. Wednesday, July 16-"Purity." Ada

Wallace Unruh; "Rescue Work," Mrs.
Anna R. Riggs.
Thursday, July 17-"Dangers to Our
Boys." Mrs. Margaret MacKenzle, Ada Friday, July 18-"The Spirit of Christ the Power of the W. C. T. U.," Mrs. Annabel Scott, Mrs. Monroe.

Phonographs of Anti-Imperialism. New York Commercial Advertiser. Senor Buencamino, who was Secretary of State under Aguinaldo, and who is now in this country as the official representative of the Federal party of the Filipino people, says of Sixto Lopes, the beloved of the "antis": State Lopez is a cad instrument of the Anti-Imperialist League of Boston, and is in nowice a representative of the Filiplino people, nor has be ever been. He is an ignoramus who cannot write either Spanish or Tagalog. Whatever apwrite either Spanish or Tagalog. Whatever appears over his name is written by some one else, and not by him. He could not give a definition of liberty if he tried. I will make these accusations anywhere, and I challenge him to meet me in public debate on the Philippine question. He has not been in the Philippines for 12 years, is unknown to Aguinaldo and has no standing in Manila.

2 P. M.—Balloon ascension and jump; races and sports in City Park; baseball at There is a chance to get full information about the Islands. Let a meeting be called in Faneuli Hall. Let Arkin-son or Winslow preside and let Benor Buencamino and Sixto Lopez meet in joint debate. There is a strong prima facie evidence that the "antis" have written all the letters that Sixto Lopez PORTLAND, July 3.-(To the Editor.)has put forth, but this is no nevelty. They have done the same sort of work for Aguinaldo and other insurgent leaders in the Philippines. That they should hire Lopez to attack their own government in this country is surely no worse than for them to give aid ing those who have either forgotten, or no worse than for the never knew of this law. It will be and encouragement to ates in the Philippines to ates in the Philippines to aten and American soldiers. and encouragement to. Lopez's ates in the Philippines who are assassin

BETTER FOR PORTLAND

NEW PASSENGER SCHEDULE ON NORTHERN PACIFIC.

Gives Two Daily Trains to Gray's Harbor and Accommodates Travel Between Portland and Scattle.

Assistant General Passenger Agent Charlton, of the Northern Pacific, says the readjustment of the passenger train schedule will result in giving Portland the service that its commercial interests have long desired. It will give two trains a day between Portland and Gray's Harbor points, and the night train from Portland to Seattle will give better service to the to beattle will give better service to de-traveling public because passengers will not need to be routed out of their berths at early hours in the morning at the Pu-get Sound citizes in order to let the train pass on to the East. That is, the train will be run without regard for terminal connections. The other local train from connections. The other local train from Portland will make direct connection at Tacoma with the through train for St. Paul, passengers merely stepping from the Portland train to the fresh train ready to pull out for the East.

The train to leave Portland at 7:25 A. M. will connect at Cachalls with the train for South Bend at Gate, with the train for Gray's Harbor points, pass through Olympia and reach Tacoma, to make direct connection with the Overland Ex-press for St. Paul at 3 P. M., thence passing on to Scattle, where it is due to arrive at 5.55 P. M. Returning, it will leave Seattle at 10 A. M., reach Tacoma for con-nection with the Overland Express from St. Paul at 11:30, pass by way of Olympia and Gate and Chehnils Junctions and reach Portland at 6:45 P. M.

the train to leave Portland at 11:10 A. is the Burlington train for Denver, Missouri River points and St. Louis. It will run by way of Seattle, Auburn and the Palmer cut-off. Westward-bound it will reach Portland at 11:10 P. M., having sade connection at Centralia for Gray's At 3:20 P. M. the North Coast Limited

will leave Portland, connecting at Cen-tralia for Gray's Harbor points, and running East by way of Seattle, Auburn and the Palmer cut-off. The new local train will leave Portland at 11:45 P. M., and arrive in Scattle at 7:15 the next morning, and returning, it will leave Scattle at 7:20 A. M. and reach Port-

and at 5:05 P. M.
It is to be noted that the new echedule passes the local trains through Tacoma-to Seattle, and that two of the through trains will run by way of Seattle. But one train, the Overland Express, will make its terminus in Tacoma. For all other trains, Portland and Scattle are the terminal points. The Overland Express, will continue to run over the old line by way of Buckley, and it will make connection at Pasco for Walla Walla, Pendleton, Dayton and other points south of Snake

River. It was definitely announced yesterday that this schedule would go into effect next Sunday, July 4. The times of arrival and departure of trains at Portland under the new achedule will be much better distributed than under the arrangement now in effect. The equipment of the trains will be maintained in all respects up to the present standard.

HOMES IN THREE STATES.

Yew Book of Information for Settlers Issued by O. R. & N. Co. "Oregon, Washington, Idaho and Their tesources" is the title of a new pamphiet just gotten out by General Passen ger Agent Craig, of the O. R. & N. Co. and it goes directly about the business of telling what the title indicates. All the features of these three states are set forth -their geography, climate, productions and people—in a style to draw attention and give a vast amount of valuable information. A great many new halftone li-lustrations adorn the pages and convince the reader of the truth of the statement made in the letter text. The book is not content to deal in glittering generalities.

After telling what is done in the various At a recent assembly at which Mrs. and cited in proof of the story told, and Unruh conducted an institute the man- in such way that the reader can easily agement complimented it as being the most attractive class on the grounds and the conductor as the peer of any speaker on the platform.

In addition to the programme below

Last year C. R. Kreger, near St. John.

low Creek, Staker County, raised 110 bushels at excursion rates of barley to the acre. From 132 acres of fax, J. W. Frost, of Lenore. Nes Perces County, Idaho, sold \$4736.88 worth of flaxseed, giving him a net profit of \$3548.88, or \$23.88 an acremore than his land would have brought at forced sale, and probably more than he would have asked for it at private sale.

All parts of the country served by the D. R. & N. lines are treated in similar fashion, by no means excluding the Williamette Valley. All industries are presented-all branches of agriculture ering, mining, manufacturing and even the transportation business. The numerous well-selected Illustrations add very materially to the interest of the pages.

Among them are half a dozen scenes in

Portland hirbor, and half a dozen of the
large public and private schools of this Portland harbor, and half a dozen of the large public and private schools of this city are shown on another page. Analiays all pain curse wind colic and diarrical pain.

other page tells of the charm of Port-land's climate, with a table of temperature for each day in the months of July and December of last year. Three full pages are devoted to a statement of the business of Portland and some of the things that make it specially attractive as a home. In the back of the book ara pages of condensed information about the towns of the Northwest, arranged in alphabetical order for easy reference. A good map of the three states described accompanies the pamphlet. The work cannot fail to attract the attention of homeseekers into whose hands it may fall.

STINGER SUCCEEDS SCHILLING. New City Ticket Agent of the Harriman Lines.

A reasonable length of time having been allowed to pass without tidings from V. A. Schilling, the missing city ticket agent of the Harriman lines, General Passenger Agent Craig, of the O. R. & N., with the agent Craig, of the O. R. & N., with the concurrence of General Freight and Pas-senger Agent Coman, of the Southern Pa-cific, yesterday appointed Charles W. Stin-ger city ticket agent in Portland, and he enters upon his new duties at once. This will necessitate some changes in the of-fice. Mr. Stinger vacating the position of cashier to take the new appointment. Just what changes will be made in the office force has not yet been determined. It will be simply a rearrangement of duties, and not a change of men, except that an ad-ditional man will be employed.

Mr. Stinger entered the railroad business in Portland in 1883 in the office of the Northern Pacific. Later he was emplayed by the Oregon & Transcontinental and then went to the Oregon & California on the dissolution of the combination of Oregon railroads. He continued in that service until the Southern Pacific leased the property, and then he was employed by the Southern Pacific, going to the com-bined city office of the Harriman lines upon the consolidation last January, since which time he has been cashier. He is a popular young man and has a special taient for attending to business.

WHERE MEY MAY HUND. Attractions of the States Along the

Northern Pacific Lines.

Another of the attractive publications issued by Charles S. Fee, general passenger agent of the Northern Pacific Railway, has just come from the press under the title, "Where to Hunt and Fish." A cardinal cover with a strikingly simple and appropriate title design binds together 64 pages of useful information, embel-lished with halftone reproductions of fish and game scenes, many of which are artistic gems of unusual merit, and some decidedly novel. All are full of interest. A front view of a snarling mountain cougar, drawn by Ernest Scion-Thompson, or Thompson Scion, as he now puts it, adorns the front page, and there are re-productions of three other notable draw-ings by that talented artist-naturalist. The book forms a complete sportsman's manual for the Northwest. The hunting and fishing conditions in each of the states in which the Northern cific operates are described in book, and a succinct summary of the fish and same laws of each state is also given and game laws or each state is also given, all presented in such form as to give the greatest amount of information on the subject, rather than as a mere advertis-ing of excursion advantages. Oregon has two pages in the book, with the picture of a large elk that had fallen before the hunter in the Cascade Mountains, and another illustration showing a fine string of Columbia River salmon. Incidentally, the book carries a lot of special information about the Northern Pacific lines. It can be obtained by mail for three stamps, or from the office of Assistant General Passenger Agent Charlton in this city

TOPEKA, Kan., July 2.-C. F. Resseern division of the Atchison, Topeka & Santa Fe system, tendered his resignation today. He will be succeeded by J. E. Hurley, occupying a similar position for the western division of the system from New-ton to Albuquerque. D. E. Cain, of the general office in Topeka, will succeed Mr.

Hurley. Rock Island Terminal at St. Louis. ST. LOUIS, July 3,-It is stated today on high authority that the Rock Island Railroad is buying property in this city into the Union station.

Railroad Notes.

The work of transforming three of the locomotives of the Columbia Southern into oil-burners has been begun, and is expected to be completed within two weeks. All the general offices of the railroada in Portland will be closed today. The city ticket offices will close at no remain closed the remainder of the day. All the ratiroads sell local tickets today

A meeting of members of the Pacific Coast Association of Traffic Agents was held at the Portland Hotel vesterday, and a local organization was effected for the northern district of the Coast. A. B. C. Denniston, general Western passenger agent of the Great Northern Railroad at Seattle, was chosen chairman of the dis trict organization, and A. E. Cooper, general agent at Portland for the passenger department of the Rock Island, was made secretary and treasurer.

If Baby Is Cutting Teeth,

FOR BABY'S SMIN SCALP AND HAIR

Something for Mothers to Think About

EVERY CHILD born into the world with an inherited or early developed tendency to distressing, disfiguring humours of the skin, scalp, and blood, becomes an object of the most tender solicitude, not only because of its suffering but because of the dreadful fear that the disfiguration is to be lifelong and mar its future happiness and prosperity. Hence it becomes the duty of mothers of such afflicted children to acquaint themselves with the best, the purest, and most effective treatment available. viz., THE CUTICURA TREATMENT.

Warm boths with Cutroura Soap, to cleanse the skin of crusts and scales and soften the thickened cuticle, gentle anointings with CUTICURA OINT-MENT, to instantly allay itching, irritation, and inflammation, and soothe and heal, to be followed in the severer cases by mild doses of CUTICURA RESOL-VENT PILLS (see below), to cool and change the blood, are all that can be desired for the alleviation of the suffering of skin-tortured infants and children and the comfort of worn-out, worried mothers. A single set costing 81.00 is often sufficient to cure when the best physicians fail.

Millions of Women Use Cuticura Soap Assisted by COTICURA CENTMENT, for preserving, parifying, and beautifying the sain, for clean-sing the scaip of crusts, scales, and dandring, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, for baby rashes, itchings, and chaffings, in the form of baths for annoring irritations and inflammations, or too fred or offensive perspiration, in the form of washes for nicerative weaknesses, and for many sanistive, anticepted purposes which readily surgest theoselves to women, especially motions, and for all the purposes of the tollet, bath, and nursery.

CUTACUBA RESOLVERT PILLS (Chocolate Coated) are prepared to meet the wants of women and children, and are pure, sweet, tasteless, and odorless. They are beyond question the most successful skin and blood purifiers and humour cures yet compounded, and especially appeal to all having the care of children.

Crimina Reserves are sold immerbout the world; Soar, Me., Othersener, Me., Petla, Me., Brillsh Dépois #558, Charterhouse Sq., London. French Broat; 5 Rue de la Palz, Paris. Portan Danc and Guna, Conn. Sole Props., Roston, U. S. A. "All shout the Skin, Sesio, and Hair," Sys.