BOY ROBBERS CAUGHT

POLICE SEEK TO BREAK UP AN EAST SIDE GANG.

Robberies Have Been Committed Around Grand Avenue—Grocery Stores and Saloons Entered.

In the arrest of four East Side boys, Frank Thompson, Joseph Laberge, Albert Richards and John Grill, the police believe that they have in custody members of a gang of boys that have broken into and robbed nearly a dozen stores, mostly on Union and Grand avenues. The arrests were made yesterday by Policemen Tichenor and Hellyer, after they had hunted out various clews all night long.

From the nature of the robberies and the fact that quantities of cake, strawberries, canned goods, cigarettes and similar articles were stolen, it was surmised by the police that the robbers were boys. One store after another was looted in rapid succession, in the night time. Among the places robbed were R. W. Parker's grocery store, where the thieves leisurely made their lunch from a choice assortment of toothsome dainties, stole $15 worth of goods, but dropped a sack in which $20 was concealed; Carson & Co.'s store, where they were probably frightened away, as nothing of value was missing; Fergusson & Manning's hardware store; a saloon at East Water and East Morrison streets, where they got $8; Johnson's grocery, East Stark street; a candy store, East Stark street and Union avenue; Bemen's store, Union avenue; a shoe store, Burkhard block; a saloon on East Burnside street; Clark's grocery store, Grand avenue; Kelliher's grocery store, Grand avenue, and Woo Hop's laundry, Grand avenue.

Thompson and Laberge were caught first yesterday morning, after the policemen had chased the boys for quite a distance. One policeman was forced to fire his revolver in the air, several times, before the boys would halt. In the meantime it was found that Richards and Grill had caught the alarm, and they stole a ride on a freight train going toward Troutdale. But a telephone message headed them off, and they were caught and brought back to this city and locked up at the City Jail.

A DAMON AND PYTHIAS FIRM

Unusual Partnership Between Two Keen Racing Speculators.

New York American and Journal.

The death at Long Branch of Edward N. Marks, the millionaire treasurer of the Metropolitan Turf Association, and one of the best-known bookmakers in Greater New York, breaks up one of the most remarkable partnerships that ever existed in this part of the country. For 20 years or more Mr. Marks was associated with Edward Burke in many enterprises, and during all that time, while millions of dollars were handled, no books were kept to record the dealings of the two, and no accounting was ever asked of one by the other.

The two men, both keen speculators, both heavy investors, shared losses and winnings alike, and never grumbled at ill luck or rejoiced at good. It was clearly understood that in all their dealings on the turf they should share alike, and it was also understood that whenever one made a bet at Monte Carlo or Gravesend the other was the silent partner.

Many years ago Marks came back from a two months' trip to Europe, and, meeting his partner, Burke, in a well-known cafe, handed him a check for $30,000.

"That's yours," said he, indifferently.

Burke and the men who were dining with him were amazed.

"It's half of what I cleaned up abroad," said Marks.

Another time, after Marks had spent some months at the country's various racetracks, he said to his partner:

"Burke, you owe me $60,000."

Without asking a word of explanation Burke wrote out his check for the sum named and passed it to Marks. He understood. He knew that Marks had lost $120,000.

Hundreds of times in the last 20 years money was exchanged in this offhand way. Each asked the other many times to settle for big losses, but more times he paid over equal shares of enormous winnings. They would receive or pay out without a word.

"Faith so implicit as this is rarely found," said a well-known sporting man, "particularly among men who engage in the business Burke and Marks were in. They both have always had a reputation for unvarying honesty, and it would be a safe bet that neither ever cheated the other out of a single penny. All their bookmaking and other speculative business has been conducted in this unusual way. There was no written document to bind them to each other, and not a record to show whether they lost or won. Hundreds of times Burke lost thousands without knowing it, and more times he won thousands without having an inkling of it until the money was handed over to him."

Marks was a peculiar type of the generous, careful speculator. Born 52 years ago in Philadelphia, he first sold newspapers, and later became owner of several news stands. His ambition was to be a sporting man, and by saving the earnings of his small businesses he accumulated money enough to become a bookmaker.

In 1875 he branched out on a large scale, and from that time on his fortune grew. He never gave up his business interests in Philadelphia, and at the time of his death, it is said, he owned a large interest in many hotel news stands in the Quaker City.

For many years he was associated with Phil Daly in the Pennsylvania Club and the Casino adjoining it at Long Branch, and later at the old Monmouth Park track he was in business with Joseph Anderson. His racetrack earnings were invested largely in real estate. His friends say that he left about $1,000,000.

Bailey Drunk With Vanity.

Chicago Tribune.

If it were not for his reputation as a man of temperate habits, the universal conclusion of the American people on the assault made by Senator Bailey, of Texas, on Senator Beveridge, of Indiana, would be that the aggressor was "probably drunk." And as the matter stands, it is impossible to explain the fierce profanity and the unprovoked attack of the Texan Senator except on the theory that he was intoxicated with the inhalations of his own overweening vanity.

When a Senator sets out to find matter for personal offense, as Senator Bailey did with the attitude of the State Department in regard to his inquiries about a private claim, he is certain to discover a red rag to his vanity at every turn. Woe to the person who dares to smile upon his importunity, and the barest suggestion that possibly he is mistaken is instantly construed into an insult.

In this instance, where Senator Bailey has made the Senate Chamber the scene of another disgraceful row, he can find no extenuation or excuse for his ruffianly behavior in anything preceding the outbreak. The language of Senator Beveridge in answering the attack upon Solicitor Penfield was both parliamentary and unobjectionable. He spoke of the attack as "unwarranted," which carried no imputation upon the veracity of Senator Bailey.

Unfortunately the Senator was running amuck, and as Mr. Beveridge's size encouraged the bully in his nature, he snapped at offense where there was no offense actual or implied and made a personal assault. What might have ensued had no peacemakers interfered can only be conjectured. Mr. Beveridge is as strong for his inches as a Japanese wrestler and as plucky as a terrier. His friends say that he would have proved the worst little toreador an enraged Texan bull ever tackled.

Be this as it may, Mr. Beveridge came out of the broil with the respect of all right-thinking people for the admirable self-control and dignity he displayed in the verbal altercation and under personal assault. As for Bailey, he has sacrificed to an ungovernable temper the reputation for good sense which he has been earning since his elevation to the Senate. No man can become a safe party leader whose personal dignity does not hold the rein of reason over his personal vanity.

VANITY OF MAN.

Panama Hats Show His Pride and Extravagance.

New York Sun.

We love to hear a man inveighing against the extravagance of American women and puffing a 40-cent cigar between his puffs of eloquence and sarcasm. We love to hear a man denouncing hotly the vanity of women, and then to watch him peeping furtively into every mirror along Broadway and to know that he is secretly admiring his own confounded ugly mug. We love to hear a man growling and sputtering about the passion of women for finery and feathers, and to chuckle at him as he quarrels with his tailor or smirks as he regards his cravat. We love to hear a man holding forth superiorly upon women's love of jewels, and then to behold him flashing the "sparklers" in his scarfpin or his ring into our dazzled eyes. We love and venerate the man for his modesty, simplicity, freedom from vanity, affectation and conceit, aversion to ornament, disbelief in his own fascination, unwillingness to spend money upon himself, and so on in an unending procession of virtues.

As some women have been ignorant or prejudiced enough to jeer at men in general and their talk about extravagance in particular, an dto refer to the present popularity of Panama hats for men as an illustration of masculine vanity and extravagance, the case is here explained. Irreverent womankind says: "Here, you men are putting more money into hats than we ever think of doing. Just think of spending $80, $100, $500, on a hat! Why, it's ridiculous. And see your silly vanity. We hear you talking about 'blocked' and 'loosely blocked' and 'the real article.' We see you gazing at your hats tenderly, lifting them up, when you are good enough to bow to us, much more carefully than you could lift your own baby, and dripping with self-satisfaction as you strut along under your monuments of frightful extravagance. Never talk to me any more about our hats and the bills for them, if you please. Vanity, thy name is Mister.

FOILED IN HIS OWN TRICK.

Scheme for Selling a Farm and Its Dramatic Climax.

New Orleans Times-Democrat.

"Some years ago," said the narrator, "an oil boom hit Litchfield, Ill., and everybody for miles around was seen sniffing for oil and every stranger suspected of being an expert looking for a good thing. An old farmer named Loomis had a big place three miles out of town which would have been a fortune for him had he not been possessed of a mania for swapping, manifest in a perennial attempt to trade off his land for twice its value.

"When the boom was at the top notch Loomis received a visitor who took so much interest in the farm, so liked its appearance, location, etc., that the old farmer scented a petroleum man and saw visions of incalculable wealth; but, being a shrewd man, Loomis did not care to take any unnecessary chances with Providence, and on the quiet he sent the hired man out the back way with orders to dump the kerosene can into the well. The visitor liked the entire place, inspected the barn, the chicken yard and then, as if by chance, asked for a drink of water.

"Loomis was waiting for that and hauled up a brimming bucket before the man's own eyes and poured him out a gourdful of liquid with a fine, opalescent scum upon it. The visitor smelled it, tasted it, made a wry face and asked if the water was always like that. 'Oh, yes,' said Loomis, 'but you soon get accustomed to the taste, and our doctors say this is the finest water on earth for the stomach.' 'Well, I am ding danged if I'll ever get used to it,' was the unexpected response. 'I am looking for a farm, not an oil well, and if I have got to haul my drinking water three miles from Litchfield I guess I'd rather buy nearer town.'

"It took Loomis six months to get the taste of oil out of his well, and by that time the boom was over and nothing was left of the oil craze but rotting derricks and abandoned shafts."

Wanted His Pension Reduced.

New York Tribune.

Mr. Ware, the Commissioner of Pensions, received a letter from a man in Illinois a few days ago which read:

"I am now getting a pension of $30 a month Recently the Lord has prospered me, and I do not think I should get so much money I gave my services to the country, and I think I should have some pension, of course, but I think $30 a month is too much Is there any way I can have my pension reduced or suspended while I enjoy the prosperity that is mine at present?"

This is the only request for a reduction of pension ever received by the bureau. It was referred to the Pension Examiner in the district in which the man lived, who replied as follows:

"I have the honor to inform you that the person who applied for a reduction in his pension is now in the insane asylum at this place, and has been for some time."

COMMUTATION TICKETS TO THE COAST.

The O. R. & N. Co. has made a $15 rate for individual five-ride, round-trip commutation tickets, Portland to North Beach and Clatsop Beach points. These tickets will be good any time from date of sale up to October 15, 1902, and will be honored in either direction between Portland and Astoria on the boats of the Oregon Railroad & Navigation Company, the White Collar Line, the Vancouver Transportation Company and on trains of the A. & C. R. R. Tickets now on sale at O. R. & N. office, Third and Washington.

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

BY AIRSHIP TO THE POLE

INDIANA SCIENTISTS TO MAKE THE EFFORT NEXT YEAR.

Think That They Can Sail From Spitzbergen to the Point in Thirty Hours.

As already recorded in dispatches sent from this city, another attempt will be made soon to reach the north pole by the very unique method of an airship or balloon, says a special to the Chicago Chronicle from Indianapolis.

Julius R. Fredericks, a survivor of the Greely expedition to the north pole, is one of the principals of the enterprise. Mr. Fredericks has been living in this city for nearly 20 years. Recently, through the efforts of friends, he was placed upon the retired list of the Army, with pay and allowances. The inventor of the airship in which the north pole expedition will go is Patrick McDonnell. Several months ago he visited Fredericks and consulted with him regarding various climatic conditions of

WILL SEEK NORTH POLE IN AIRSHIP.

Julius R. Fredericks.

Patrick E. McDonnell.

the land near the north pole, and also to discuss generally the new project. He also invited Fredericks to go with him. Mr. Fredericks assented and informed McDonnell that he, with his companions, had reached a point somewhere above the 83d parallel and that the climate was found to be greatly changed.

All the animals that they saw were traveling north toward the pole. Flora of the tropics, also green grass, were found in abundance. The ice floes were hardly thick enough to bear the weight of a man and the temperature was warmer. These facts led to the theory that there was land at the pole and that the climate was mild, if not warm. Fredericks and McDonnell think that an airship will solve the problem and they have resolved to make the attempt. They had intended to start in July of this year, but at a recent conference the time was advanced to the Summer of 1903. Trial trips will be made from Indianapolis to Chicago, and the final departure will be made from Spitzbergen.

Perhaps three airships will compose the fleet. The ships, when complete, will be 450 feet long and 20 wide by 55 feet diameter, composed of a tubular bridged framework, having metal cones on each end, the whole covered with a gastight envelope and sufficiently rigid to resist the pressure of the air at a speed of 100 miles an hour.

Ample Room for the Crew.

A cabin 50 long, 30 feet wide and 14 feet high, having an upper and a lower compartment, is to be firmly attached to and made a part of this framework and will be water and airtight when the ports and doors are closed. The upper, or storage, part of this cabin will be six feet high, the lower compartment will be eight feet high and will be used for the crew, motors and other machinery. It will be divided into six sleeping-rooms, one dining-room, with kitchen and office or captain's stateroom and a pilot and engineer's space in front. The rest of the space is set apart for the motors and other equipments. The partitions are formed of cables padded with a light material, which carry the cabin floors as well as to make the divisions. The outer walls of the cabins are to be of the same material. The combination of the cabin and framework is such as to do away with the netting heretofore used on dirigible and other balloons.

The framework, with its gastight cover constitutes the buoyant body, having 700,000 cubic feet of space. It is divided by gastight partitions every 25 feet of its length, forming 18 compartments, 16 of which are used for gas. The two center compartments above the cabin are used as expansion chambers and are of 100,000 cubic feet capacity, and are open with the outer air freely; the gas, however, is inclosed by two movable partitions, which drive the air out when the gas expands by high altitude or high temperature and draws it back again by contraction automatically. This leaves 600,000 cubic feet for buoyancy, which, with hydrogen, has a lifting power of 22½ tons.

The complete ship without the machinery will weigh ten and a half tons. Four motors of 50 horse-power each will weigh a total of two tons. This leaves 10 tons for crew, storage and fuel. The motive power is brought down to 20 pounds per horse-power.

May Be Easily Handled.

This airship is heavier than its displacement of air by at least half a ton, and, therefore, rests on the earth without anchorage, unless in high wind, and is lifted by the operation of its motors without the need of carrying ballast to lighten or the letting out of the gas to come down, and its control is such that it can be made to ascend vertically into the air to any desired altitude within the range of its expansion chamber—held over any point of earth wished, turned end for end in horizontal within 1½ times its own length; move off into any direction at will and come back to the starting point. All this can be done without reversing its motors, shafting or propelling apparatus.

The ship will always hold its horizontal equilibrium until deviated by an effort of the engineer, and when this effort is relaxed it will at once regain its natural position. For the reason of the entirely new traction and controlling apparatus the 200-horsepower motors will be able to drive the ship at a speed of at least 60 miles an hour.

Among the equipments of this airship is a hydrogen gas-producer, having a capacity of 100,000 cubic feet per 24 hours. This gas will be made and used every day to replace the gas in the ship's chambers. One of the conditions of its production is that of being under a pressure of at least 100 pounds per square inch. Its expansive force, however, would give only only about one continual horsepower, and it will not be utilized for such, but will be expanded to nearly atmospheric pressure and let into the upper part of the gas chambers. This action will drive the same amount of stale or oxygenized gas out at the bottom. This stale gas will be burned by its further mixture with air, and some of its heat will be used in the production to assist that of hard coal or coke that must be used as a primary agent in this machine.

One of these machines is now built on a somewhat smaller scale. The four 50-horsepower engines use the steam of a very volatile liquid that requires little heat to vaporize. These engines condense this steam and return the liquid to their boilers without loss, thus causing a continual cycle of one small charge. The combustion heat of the 100,000 cubic feet of gas will be used for these engines as far as it goes, and the rest made up by kerosene—this fuel furnishing 19,000 heat units per pound, as against 14,000 for coal.

It will take about 5040 pounds of water for the production of 100,000 cubic feet of hydrogen, which need not be taken on board all at once. Eighteen hundred pounds of coal will be required to consume the 4800 pounds of oxygen. That is part of the 5040 pounds of water, it taking 2½ pounds of oxygen to consume one pound of coal, or vice versa. This coal is burned at the same high pressure as that at which the hydrogen is produced, the heat being raised to 2000 degrees, while oxygen and hydrogen in the form of steam disassociates at a temperature of less than 1400 degrees.

Will Sail From Spitzbergen.

The conditions are such that no oxygen but that of the steam of water comes in contact with the coal, which is the reason so little coal is needed for so much hydrogen produced. The details of the cycle of operations to produce this effect would make this article too long and would be dry reading except to a very few. There is no smoke nor chimney to the gas apparatus. The weight of the gas production plant will reduce the 10 tons of carrying power to seven tons for crew, storage and extras. This certainly, it is claimed, will be sufficient for a run to the pole from Spitzbergen, a distance of but 800 miles, that should take under these conditions only about 30 hours. As it will not be necessary to make gas every day on a trip of this nature, there will be no trouble in equipping for at least a 10 days' voyage.

The principle of this machine is simply this: The resistance to propulsion of the buoyant body does not increase in proportion to its ability to carry power and other necessary equipments to drive and control it, if made in the proper shape. They must be made large enough to reach the proper success. This size can be easily computed.

AT THE HOTELS.

THE PORTLAND.

G B Stacey, Chicago
H L Brown, Nelson, BC
L W Ulix, N Y
J R Ulix, N Y
Mrs W S Bukham, Spokane
Delia M Barker, St L
H W Martin, W W
W G Hill, N Y
C H Shirs, N Y
Mr & Mrs Geo Macmillan, London
W Macmillan, London
Miss Macmillan & md, London
Dr W T Sigmann, do
Guy Stanford, do
J A Sandholm & wf, Des Moines
L Wood & dtr, Ill
F C Heim & wf, Frisco
Amy Holderby, Ill
R Y Crozier, Moscow, Idaho
G J Bradley, San Fr
W D Wood, Seattle
A F Towler, Chicago
Chas Zeimer, N Y
Miss Ada Duffy, Spok
Maj & Mrs Abercrombie, U S A
Mrs B S Grosscup, Tacoma
Th & Benj Grosscup, Tacoma
Miss King, Tacoma
Wm Torser, U S A
Mrs Nina Larowe, city
Dr Ney Churchman, do
W H Beal, Washingtn
Geo H Graves, San Fr
D E Dugdale & wife, Seattle
E Michot, Paris
R W Towart, N Y
Geo K Burton, San Fr
W H Gossip, San Fran
J S Phinney, Chicago
F A Chase, Spokane
Theo Heise, Spokane
A W Knight, Victoria
M C Oppenheimer, Cin
Robt McIntyre, LosAng
Wm Ellery, Boston
R S Baker, N Y
Geo K Wentworth, Chg
V B Dolliver, Fort Dodge, Ia
Mrs F O Downing, city
E C Jones, Springfield, Mo

Columbia River Scenery.—Regulator Line steamers, Dalles, Cascade Locks and return daily, except Sunday, from Oak-st. dock.

THE PERKINS.

H G Clark, San Fran
W B McFall, Pittsbrg
Mrs W B McFall, do
J J Milger, Shelby, O
Mrs J J Milger, do
W H Kenoyer, Chehalis
D W Curtis, Castle Rk
R Marpolan, Dawson
W Metcalf, Ballston
W Duril, Ballston, Or
N A Leach, Ione, Or
C A Richmond, do
Mrs C A Richmond, do
J E Hackett, Pendltn
Mrs M Ricketts, Ill
Mrs J C Thompson, Walla Walla
Miss Wilson, W W
W H Evans, W W
Mrs W H Evans, do
C M Pierce, Weston
J K Haight, Albany
W T Macy, McMinnvl
L J Kotta, Aberdeen
Mrs L J Kotta, do
Mrs M Ringo, Oreg C
Jennie E Rowen, do
R R George, Seattle
Wm Bennson, Seattle
Mrs Wm Bennson, do
R S Maus, San Fran
Geo G Mowat, San Fr
A J Morton, San Fr
A A Pennington, McMinnville
Frank Wolf, San Fr
L E Crowe, Dalles
H Braun, San Fran
I M Fisher, Seattle
J B Duryea, Tacoma
J A Pattison, Memphis
W C Fox, Missoula
Mrs W C Fox, do
Mrs E J Bower, Spokn
W A Chamblin, do
Master Fox, Missoula
A McDougall, Tacoma
F O Montgomery, Pendleton
Mrs F G Montgomery, Pendleton
N Peterson, San Fr
Chas Michelbach, The Dalles
Mrs Chas Michelbach, The Dalles
Frank Cardwell, Pomeroy, Wash
Mrs Frank Cardwell, do
H Lesser, Walla Walla
Miss Blanch Kelly, do
H C Pollock, Seattle
J W Spencer, San Fr
J N Baker, Grnt Pass
Emma Kasshofer, Jacksonville, Or
W A Mowan, Roseburg
F Jesse, Roseburg
Chas Mack, Boise
E S Kane, San Fran
Arthur McKeowan, Berkeley, Cal
Mrs R B Hantal, Seattl
Master Hantel, Seattle
B Hamooka, Seattle
A Steinitz, Dallas, Or
John Hart, La Grande
Chas Stenkinger, do
S D Paint, La Grande
S M Ramsey, Oreg Cy
Frank M Murray, S F

Regulator Line Steamers, Dalles, Cascade Locks. Return daily. Oak-st. dock.

THE IMPERIAL.

C. W. Knowles, Manager.

J S Wyant, Salem
J A Fastabend, Astoria
P G Charles, Seattle
N H McKay, Sauvies
C P Bockhouse, Omaha
A Steinnetz, Dallas, Tex
Frank M Murray, S F
Miss L Herron, Everett
Eli Perkinson, Perkinsville
O M Marwell, Seattle
Walter Christian, Tacoma
I J Hayser, Burlington
W E Sperling, Skamania
P K Parkhurst, city
Elton Tuliner, Pullmn
B D Crocker, Walla W
Levy Ankeny, do
J S Cook, Tacoma
Thos K Campbell, Cottage Grove
R J Moylan, Carrolltn
Mrs T T Geer, Salem
C A Cameron, Jr, Pendleton
A W Dunn, Camas
Mr Watson, Pendleton
T H Crawford, Union
Chas W Ziegler, Pendleton
W G Westacott, Salem
Mrs Westacott, Salem
Mrs A Strong, Salem
Miss M Patterson, S F
E Z Ferguson, Astoria
F I Dunbar, Salem
H S Miller, Aurora
J Adler, San Fran
J A Vanesa, Winlock
Mrs Vanesa, Winlock
Miss Marie Vanesa, do
J S Cooper, Indp
H C Eastman, Scappoos
S Hartman, Chehalis
Kate F Owens, St Paul
T R Walker, Ottumwa
W Pumphrey, Olequa
M Pumphrey, Olequa
Hansen Hughes, Olymp
Frank Morrill, Chicago
H J Maire, Dalles
Mrs Maire, Dalles
H J S Sarffer, Seattle
John Hailey, Jr, Pendleton
Harry Holt, San Fran
Miss Eva Tracey, S F
C W Hawxhurst, S F
J M McPhill, Seaside
Mrs McPhill, Seaside
W T Stephens, Seaside
R P Fabj, city
T H Campbell, Astoria

THE ST. CHARLES.

F Engelhard, Omaha
Bert Lowe, Omaha
V Foss, Sunnyside
G B Michael, city
H T Thompson, city
Chas Malley, city
A Hammond, Salem
G Weist, Stella
John Kennedy, Terry
F G Kelly, Arlington
J Munday, Woodland
Miss Jessie Jones, do
Miss May Dwyer, Rainier
Miss M Summers, Salem
E H Works, Lewiston
Gail Baird, N Yamhill
C L Phillips, Dalles
U J Hart, Salem
Jas Corner, Salem
J H Wescott, Gaston
E B Parker, Gaston
S S Parker, Gaston
G P Vis, Forest Grv
J C Brooks, do
G E Neil, Forest Grove
J M Van Zant, do
H Archer & wf, W W
C O Wilson, Seattle
A Maybee, Oak Point
M Moody, Oak Point
E A Waterman, do
Clara B Bruce, do
John McKee & wf, St Helens
J N DeGuire & wf, do
T S Sutton, St Helens
Sam Olson, St Helens
R H Bullock, Manning
I Pizer & fmy, Stella
R F Howard, Manning
N H McKay, Sauvies
Kate Long, Rainier
C E Johnson, Dilley
J Wycett, Roseburg
B C Wiger, Roseburg
A C Hicks & wf, Astoria
N Garrie & wf, do
L P McCarty, San Fr
P L Stohr, Elgin, Ill
Miss I Gumbert, Catlin
Miss Ida Gumbert, do
D C Bush & bro, do
Chas Reifel, Seattle
F D Jordan, Seattle
Mrs A Sanders, Palmer
W P Johnson, Palmer
C H Johnson, Palmer
C P Talford, Amby
Miss C Bossby, do

Hotel Brunswick, Seattle.
European plan. Popular rates. Modern improvements. Business center. Near depot.

Tacoma Hotel, Tacoma.
American plan. Rates, $3 and up.

Hotel Donnelly, Tacoma.
First-class restaurant in connection.

Had Struck Paregoric.

New York World.

"The search of the Democrats after an issue in the Philippines," said Representative Olmsted, of Pennsylvania, "reminds me of a client of mine the necessities of whose large family, recently augmented by twins, made him poor. He came to me joyfully one day and said he had found oil flowing from a spring on his land.

"The bottle containing the sample which he brought me had evidently seen family use, but I forwarded it to an expert for analysis. The reply dashed to the earth the hopes of my client and myself. The expert said:

"'Find no traces of oil. Think your friend has struck paregoric.'"

The butterfly invariably goes to sleep head downward on a stem of grass, with its wings tightly folded.

Downing, Hopkins & Co.
Established 1893.
WHEAT AND STOCK BROKERS
Room 4, Ground Floor Chamber of Commerce

ADVERTISED.

Unclaimed Letters Remaining in the Postoffice at Portland, Or.

Free delivery of letters by carriers at the residence of owners may be secured by observing the following rules:

Direct plainly to the street and number of the house.

Head letters with the writer's full address, including street and number, and request answer to be directed accordingly.

Letters to strangers or transient visitors in the city, whose special address may be unknown, should be marked in the left-hand corner "Transient." This will prevent their being delivered to persons of the same or similar names.

Persons calling for these letters will please state date on which they were advertised, July 7. They will be charged for at the rate of 1 cent each.

WOMEN'S LIST.

Adams, Miss Eva
Arata, Mrs Hattie—2
Arndt, Mrs B F
Baker, Miss Myrtle
Balmaun, Miss Phoebe
Balt, Mrs Alice
Bartholomew, Mrs H B
Benjamin, Mrs Will
Breslin, Miss Margrete
Brown, Mrs Abbie C
Brown, Miss May
Brown, Miss Olga M
Buchanan, Nellie W
Burr, Miss Nettie
Burns, Mrs R R
Centee, Miss Liontine
Cappians, Miss Docia
Calhoun, Mrs Julia A
Cammel, Mrs Mill
Cameron, Miss Esther
Campbell, Miss Bell
Collins, Mrs Harry
Comstock, Mrs E L
Cooper, Mrs M E
Cornwall, Mrs Elizabeth
Crouch, Ella
DeLin, Miss Katherine
Dewy, Henrietta
Dodd, Mrs Lucy A
Donaldson, Miss E
Duffy, Mrs Carrie
Edwards, Mrs Helen
Finsh, Miss E E
Fink, Mrs Margret
Forrester, Mrs Bessie Toner
Foster, Miss Molly
Gardner, Miss Bettie
Gates, Miss Ruby
Gearin, Mrs L
Halonen, Mrs G A
Harper, Mrs Lillian
Harris, Miss Jennie
Hartman, Miss Hattie
Hatch, Miss Helen
Hawkins, Miss Mary
Hewitt, Mrs Bess
Hood, Mrs C E
Hubbard, Miss Artie
Huldy, Mrs
Iverson, Miss Sophie
Jennings, Mrs M V
Johnston, Miss Cynthia
Jasmann, Miss Clara
James, Mrs John
King, Miss Belle
King, Miss Florence
Myers, Miss Emma
Lasker, Mrs Ernest F
Lambert, Mrs Stella
Langley, Mrs Ella
Larsen, Miss May Josie Lenora
Ler, Miss Epsir
Lee, Mrs Josie
Levy, Miss Jennetta
Livingston, Miss Gabriella
Lowe, Mrs Sadie
Love, Mrs Geo M
McInnis, Mrs Laura
McClallan, Miss Bertha
McCrumb, Miss Nannie
McCarty, Miss Mary
Macauly, Miss Susie
McDonald, Mrs B M
McGill, Mrs Lizzie
McGinness, Miss Delila
Mackenzie, Mrs E J
MacKay, Miss Georgia
McLeod, Mrs Rod
McMurray, Mrs J E
McNall, Miss Theora
Mann, Mrs George
Martisce, Mary
Mason (Teacher), Miss
Massmar, Mrs
Metrelf, Mrs W H
Middleton, Mrs D
Millors, Mrs Blake
Miller, Mrs Mattie
Miller, Mrs Laura
Montgomery, Miss Edna
Moregan, Miss M
Murphy, Miss E
Nesson, Miss Clyde
Noons, Miss Lizzie
Olein, Miss Huldah
Osborn, Mrs Clara
O'Neill, Miss Marie
Peck, Miss Jennie P
Pederson, Miss Petra S
Pilkingtear, Miss Merta
Pickering, Mrs Margaret—2
Perason, Mrs Allie
Priedley, Miss Nellie
Quackenbush, Miss Nellie
Rankin, Mrs Annie
Rentfrow, Miss Flora
Reeves, Mrs Maude
Reid, Mrs L Beatrice
Reynolds, Carrie
Reacting, Mrs Anna
Rolhburn, Miss J
Robb, Miss Bessie
Robb, Mrs Sarah
Schimer, Miss Ada
Schwartz, Miss Minnie
Sewell, Miss Fane
Seely, Miss May
Shinn, Mrs A C
Smith, Mrs Ciaga
Smith, Mrs Emily
Smith, Mrs Mary—2
Spencer, Mrs Anita C
Skees, Mrs G E
Speaks, Mrs Clara
Steiner, Mrs Smily
Streeter, Mrs Nellie
Tatam, Mrs Fannie
Taliaferro, Mrs Geo B
Taylor, Miss Della
Tegland, Mrs Geo
Toi, Mrs L
Wade, Miss Ruby
Walton, Mrs J C
Walker, Mrs E E
Waris, Miss Jenny
Walling, Mrs Eugene
Ward, Mrs E
Weening, Miss Annie
Weidner, Mrs M F
Wells, Miss Linda
Wheelock, Miss Irene F
Whitehead, Mrs Dora
Williams, Mrs J F
Wilson, Mrs Anna E
Wilson, Miss L A
Wisberg, Miss Della
Wood, Miss Jessie
Wright, Miss Elizabeth
Yates, Mrs Mattie
Zuill, Miss Eliza

MEN'S LIST.

Anderson, Mr
Austin, Fred
Avabenhorst, W H
Baker, W J
Barnhart, Dr J C
Bengston, Adolph
Bieser, J E
Brain, John W
Brezy, Chas M
Brooks, W C
Brown Mfg Co
Burden, Fred
Caven, J E
Carson, Wm H, Esq
Chicago Artist Assn
Charters, Mr
Clark, Lester
Clinton, E J
Cohoone, T
Columbia Packing Co
Coles, George
Connolly, George A
Copper, William
Couch, Robert B
Curtis, Prof J
Dable, George
Deering, John
Dodds, J W
Ehmaun, Gottfried
Eller, C A
Ellsworth, Chas
Erickson, Nels Robert
Fassig, J R
Fancher, Theodore
Fleuschkel, Paul
Fowler, Charles L
Forester, P C
Forde, Will M
Freeman, J E
Gardner, E H
Garlington, W A
Garrison, Daniel
George (V R S), I C
Germand, V
Glover, L O—2
Godden, Guss G
Gorden, Guss S
Grout, Daniel A
Green, James
Guild, Dr J H
Gum, Leong
Haines, James
Hauzlip, C G
Hanson, C
Hard, J
Harry, Jacob
Harris, Will
Hexter, Harry
Heiman, W H
Helm, F C
Henseon, E
Higley, L S
Herrin, C, Esq
Higgins, Isaac
Hinkley, Riley
Hoarter, Garey
Hospithe, G S
Hunsaker, Neil C
Idleman, Rev L M
Illge, F E
Ingalls, Byron
Jackson, J F
Jewells, Clark
Jones, Bert
Johnson, G M
Jordan, Fred
James, Elmer
Kruse, Veter
Kyle, John
Kaiser, Max
Kehrli, John
Keeys, Chas
Kooney, James
Laimaugh, Jacob M
Meyer, B J
Lambert, Arthur
Landess, Felix
Lang & Co, J M
Lane, Marion
Lane, Edward
Larson, E A
La Rose, William—2
Lawler, John
Leddy, Laura
Lenhardt, Jacob
Lee, H
Lindell, Henry
Logan, W H
Love, G C
Luthey, George
McSherry, Frank
McDonald, Dan
McIlmoyle, Mr
McAllister, Hon Sport
McNary, David
McClene, Will
McDougall, Jesse
McDermott, E E
McFarland, Frank
McNeil, Lauchlin
Madison, Henry
Mabell, F S, Esq
Manning, J K
Manhane, Nester
Mooty, Louit
Martin, A C
Mastrianni, Carmine
May, Charley
Meservey, Randolph
Melville, W K
Melville, Wm
Metton, B M
Mercer, John
Mencienhall, R B—2
Merriam, James
Mioca, M Agritta
Miller, Chas
Miller, Lonnie
Miller, Joe
Miller, Richard
Miller, Otto C, Esq—2
Miller, W A
Minser, Phil
Mitchell, Frank
Mounk, Fred G
Mount, W C
Moss, Geo A
Morasky, S A
Morse, E Z
Morse, Edward
Mums, Orrin
Muzzy, James S
Murray, J C
Nagle, Maurice
Newman, Wm D
Noss, A U
Nolen, Robert
Norcross, L N
Nygaard, Otta
Nutting, Fred
Oleman, Henry W
Osborn, Lewis
Osborne, Wm
O'Leary, C M
O'Toole, Jack
Padmaker, Frank
Paultz, A
Palston, H
Paterson, F M
Pernne, W M
Pierce, Bert
Poole, J L
Portland Sunshine Soc
Portland Loan & Trust Co
Potts, Macdonald
Powell & Manard
Pratt, Maurice M
Radmaker, Frank
Reeves, Sidney P
Rees, W P
Reddick, John—2
Reed, Geo W
Relling, John
Reidy, William
Richmond, Charlie
Robertson, N J
Rodgers, Clarence
Rosenthal, A A
Sanstol, H
Sanman, Karl
Scrithroick, George A
Schall, David R, Esq
Sholch, Gustal
Scott, Robert
Selley, M V
Shallenberger, H H
Shour, Gill
Sheffield Car Co
Sigmond, J A
Singer, A
Stone, Dr
Smithson, T C
Smith, Chas
Smith, Mr & Mrs A
Smith, Chas—2
Smith, Lewis
Smith, Dr R L
Southerland, Hugh
Spencer, V W
Stump, Thurmand
Stubblefield, W A
Stusaker, Hunter C
Stitts, B P
Staley, D H
Stanley, C H
Steele & Co
Strong, Albert
Straw, Chas
Sutherland, H L
Sullivan, F
Sweet, Fred—2
Skold, Gustaf
Taber, Fred
Thillman, Rev J
Thornborrow, W D
Thomas, Harlie
Thomas, Otto
Thompson, Loretta
Trotter, Frank
Traxler, E H
Tracy, Ed
Turner, J H—2
Turner, J
Tyneing, James
Tyndale, T
Union Logging Co
Van Deusen, W S
Vreeland, B F
Shallenbarger, Harry
Walton, J J
Wallace, Maurice
Warner, Guy
Warren, C Henry
Watson, Fred P
Wells, P C
White, G W
Wiley, John T
Willeard, Franklin B
Williamson, Curtis
Williams, C H
Williams, R S
Wilson, Robt
Wilson, Jack
Winchell, H M
Wood, R D
Yost, Hon I M

A. B. CROASMAN, P. M.

The Absinthe Curse in France.

London Daily News.

Dr. R. Grisel, writing in L'Echo de Paris upon the condemnation of "aperitifs"—absinthe, vermouth, noyau, chartreuse, etc.—by a commission of the French Academy of Medicine, says: "I do not know what will follow from this academic judgment; it is probable that a change will not take place in a day. What is not doubtful, however, is that the consumption of murderous liquids has grown in such proportions, even among women and children, that it has become absolutely necessary to do something to check the downward movement. Even supposing that the state were completely indifferent to the great interests of the health of the race, and solely concerned with budgetary considerations, the time has arrived when we must ask ourselves whether it would not be better to renounce the revenue resulting from the sale of these alcoholic drinks—a revenue already reduced by excessive fraud—than to see the profits go to the construction of asylums for the victims of alcoholic madness, of hospitals for diseases caused by absinthe, and of prisons for the criminals that it creates. And to this picture may be added a diminution of the birth-rate, an increased infant mortality, and a swelling of the number of idiots and cripples, children of drunkards, wrecks of the race, and burdens on the community; the falling off of the Nation's wealth in its workpeople before the ravages which alcoholism produces in the workshops; the growing development of consumption, of which alcohol is one of the principal factors. From all this it will be seen that, given the suppression of absinthe, the apparent loss of revenue would really mean, from the point of view of National riches, a considerable economy."

BELIEF OF PEASANTS.

Think Their National Heroes Are Not Dead, but Sleeping.

London Chronicle.

Is there any race that has not its sleeping hero? A correspondent recently pointed out that the time for the fulfillment of the prophecy that the 10th avatar of Krishna will restore to India her independence is near at hand, and every nation has some such savior to whom the people look. West country rustics still believe that Arthur did not die, but sleeps in Avalon, and that in the hour of Britain's need he will awake, deliver the land and restore the golden age. In Germany it is a popular belief that Charles V will some day wake from his enchanted sleep to reign over Germany, Spain, Portugal, Denmark, Belgium and Holland. Thousands of French peasants hold that Napoleon is only sleeping, and that at some future time he will reappear and rule. And Mr. Newbolt has enshrined the Devon legend that Drake is only listening for the drum.

The Irish peasantry steadfastly refuse to believe that Mr. Parnell is really dead. They assert that his death was a ruse, that he was an interested spectator of his own funeral and that when the time comes he will emerge from retirement to give Ireland her independence. Many Irish, indeed, firmly believe that De Wet is none other than Charles Stewart Parnell. Every true Moslem believes that when Antichrist appears Mohammed Mohadi will awake and conquer him. A Moorish legend declares that Boabdil el Chico sleeps spellbound near the Alhambra, and that one day he will awake to re-establish the Moors as rulers of Granada. The Servians look to King Lager, slain by the Turks in 1389, as their final hope, and should Switzerland be again threatened by tyrants Swiss folk lore declares that the three members of the Tell family who are sleeping at Rutili, near the Vierwald-Staten-See, will rise from their enchanted slumber and maintain the freedom of the land.

Too Soon for Her.

New York Times.

Apropos of those who never enjoy the luxury of a carriage save when the death of someone makes for a free ride to the cemetery, the Rev. John Watson (Ian Maclaren) told of a little girl standing at Fifth avenue and Thirtieth street. She was a ragged little thing, and she was watching the carriages roll past with the most wistful blue eyes.

"Well, little one," he said, "would you like to own one of those carriages?"

The blue eyes turned up, and there were tears in their corners.

"I niver rode in a kerridge," she said, softly; "me little brudder died afore I was born."

Germany now surpasses France in the export of kid gloves.

TRAVELERS' GUIDE.

Pacific Coast Steamship Co.
For South-Eastern Alaska.
Leave Seattle:
COTTAGE CITY, CITY OF SEATTLE or CITY OF TOPEKA, 9 P. M., July 2, 6, 10, 14, 18, 22, 26, 30; Aug. 3, 7, 11, 15, 19, 23, 29, 31. SPOKANE, 9 A. M., 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.; GOODALL, PERKINS & CO., Gen. Agents; C. D. DUNANN, Gen. Pass. Agt., San Francisco.

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.

THE GREAT NORTHERN
Ticket Office 122 Third St. Phone 680

LEAVE		ARRIVE
No. 4 6:15 P. M.	The Flyer daily to and from St. Paul, Minneapolis, Duluth, Chicago and all points East.	No. 3 7:00 A. M

Through Palace and Tourist Sleepers, Dining and Buffet Smoking-Library Cars.

JAPAN - AMERICAN LINE
RIOJUN MARU
For Japan, China and all Asiatic points, will leave Seattle
About July 15.

DOMINION LINE
FOUR SEPARATE AND DISTINCT SERVICES.
Fast Twin-Screw Passenger Steamers sailing regularly from Boston, Portland and Montreal to Liverpool, also Boston to Mediterranean ports. Send for booklet, "Mediterranean Illustrated." For rates, etc., apply to Thos. Cook & Son, General Agents for the Pacific Coast, 621 Market St., San Francisco, Cal.

TRAVELERS' GUIDE.

O.R.&N.
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.	4:30 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.	8:50 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. Sat., 10 P. M.	5:00 P. M. Daily, ex. Sun.
For INDEPENDENCE and way points, str. RUTH, Ash-st. Dock. (Water permitting.)	6:45 A. M. Mon., Wed., Fri.	6:00 P. M. Tues., Thurs., Sat.
FOR DAYTON, Oregon City and Yamhill River points, str. Modoc, Ash-street Dock. (Water permitting.)	7:00 A. M. Tues., Thurs., Sat.	3:00 P. M. Mon., Wed., Fri.

STEAMER T. J. POTTER.
For Astoria and Ilwaco, daily except Sunday and Monday. Leaves Ash-Street Dock this week as follows: Tuesday, Wednesday, Thursday, Friday, 9 A. M.; Saturday, 1 P. M.
TICKET OFFICE, Third and Washington. Telephone, Main 712.

PORTLAND & ASIATIC STEAMSHIP CO.
For Yokohama and Hong Kong, calling at Kobe, Nagasaki and Shanghai, taking freight via connecting steamers for Manila, Port Arthur and Vladivostock.
INDRASAMHA SAILS ABOUT JULY 28.
For rates and full information call on or address officials or agents of O. R. & N. Co.

EAST VIA SOUTH
SOUTHERN PACIFIC COMPANY

Leave	Depot, 6th and Hoyt Sts.	Arrive
*8:30 P. M.	OVERLAND EXPRESS TRAINS, for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.	*7:45 A. M.
*8:30 A. M.	At Woodburn daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Natron, and Albany Local for Mt. Angel and Silverton.	*7:00 P. M.
*4:00 P. M.	Albany passenger ..	*10:10 A. M.
*7:30 A. M.	Corvallis passenger.	*5:50 P. M.
‖4:50 P. M.	Sheridan passenger.	‖8:25 A. M.

*Daily. ‖Daily except Sunday.
YAMHILL DIVISION.
Passenger Depot, foot of Jefferson street. Leave Portland daily for Oswego at 7:20 A. M., 12:30, 1:55, 3:25, 4:40, 6:25, 8:30 P. M. Daily except Sunday, 5:30, 9:40 A. M., 5:05, 11:30 P. M. Sunday only, 9 A. M.
Arrive at Portland daily at 8:30 A. M., 1:35, 3:10, 4:30, 6:15, 7:40, 10 P. M. Daily except Sunday, 6:35, 10:50 A. M.; except Monday, 12:40 A. M.; Sunday only, 10:05 A. M.
Leave for Dallas daily except Sunday, 5:05 P. M. Arrive Portland 9:30 A. M.
Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates, $17.50 first class and $14 second class. Second class includes sleeper; first class does not.
Tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA.
CITY TICKET OFFICE, corner Third and Washington streets. Phone Main 712.

NORTHERN PACIFIC
TIME CARD OF TRAINS
PORTLAND

	Leaves.	Arrives.
Puget Sound Limited..	7:25 A. M.	6:45 P. M.
Kansas City-St. Louis Special	11:10 A. M.	11:10 P. M.
North Coast Limited...	3:30 P. M.	7:00 A. M.
Tacoma, Seattle Night Express	11:45 P. M.	3:05 P. M.

Take No. 8 Puget Sound Limited, or the North Coast Limited for South Bend and Gray's Harbor points and Olympia.
A. D. CHARLTON, Assistant General Passenger Agent, 255 Morrison st., Portland, Or.

Astoria & Columbia River Railroad Co.

LEAVES	Depot Fifth and I Streets.	ARRIVES
8:00 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.

REGULATOR LINE STEAMERS
Daily except Sunday.
DALLES-PORTLAND ROUTE TIME CARD.
STR. REGULATOR.
Leaves Portland Tues., Thurs., Sat., 7 A. M.
Leaves Dalles Mon., Wed., Fri., 7 A. M.
STR. DALLES CITY.
Leaves Portland Mon., Wed., Fri., 7 A. M.
Leaves Dalles Tues., Thurs., Sat., 7 A. M.
CASCADE LOCKS AND RETURN DAILY.
LANDING OAK ST. DOCK PORTLAND.
M. V. HARRISON, Agent.

ANCHOR LINE—U. S. MAIL—STEAMERS—Sailing regularly between NEW YORK, LONDONDERRY AND GLASGOW; NEW YORK, GIBRALTAR AND NAPLES. Superior Accommodations, Excellent Cuisine. Every regard for the comfort of passengers studiously considered and practiced. Single or Round Trip tickets issued between New York and Scotch, English, Irish and all Principal Continental points at attractive rates. For tickets or general information apply to HENDERSON BROS., Chicago, or any LOCAL AGENT.