FOSTER SUMS UP WORK

HOW WASHINGTON FARED AT RE-CENT SESSION OF CONGRESS.

Appropriations for Lighthouses and Puget Sound Navy-Yard Considered Very Liberal.

WASHINGTON, July 1 .- Senator Foster, of Washington, in summarizing the work of the recent session of Congress, said: "The Senate worked with unusual energy during the session of Congress just Business-like attention was given to practically all matters demanding consideration and a large amount of leg-islation, some of which is of far-reaching importance to our country, was advanced and enacted in a comparatively short

The Washington State delegation has much to be proud of, when we consider the total net results of the first session of the 57th Congress. Two items, aggregating over \$2,000,000, head the list of ap-propriations, the grand total, not including indirect appropriations and salaries, reaching nearly \$3,000,000. The items referred to are in the aggregate given be-

Total\$34,200 "The bulk of the appropriations for aids to commerce was carried in the river and harbor bills, in providing for continuous contracts, such as the items of \$117,090 for the Everett harbor and \$156,775 for the Gray's Harbor letty work. The river and harbor improvement items for which appropriations were made by acts of Congreen during the past session are as fol-

Olympia harbor Say's Harbor, inner harbor..... At Vancouver
Upper Columbia and Snake Rivers. 40,250
9,500 Upper Columbia and Snake Rivers. 48,250
Cowlitz River 5,500
Fuget Sound tributaries, including
\$15,000 for mouth Nooksack River. 25,000
Swinomish Slough 30,000
Gkanogan and Pend Orellie Rivers. 22,500
Gray's Harbor jetty work. 168,773
Everett harbor 117,000

Future Improvements.

In paving the way for future river and vement, surveys must be ordered and the chief of engineers, acting upon the reports of local assistants, passes upon the feasibility and necessity of such projects. Major Millis, with headquarters at Seattle, being our local engineer will. as a result of a provision of the river and harbor bill just passed, examine into the following projects and report thereon to the War Department:

Duncan Rocks, Straits of ulan de Fuca, with a view to the removal of the same; Suchemish River, between the City of nSohomish and the confluence of the Skybomish and Snoqualmic confluence of the Skybomish and Snoqualmic Rivers, including Stretch's Rime, with a view to providing a channel of sufficient depth and width at low water to accommodate steam vessels which may reasonably be expected to navigate and dwaters; the Puyallup and other waterways, not already surveyed, of the har-bor of Tacoma, with a view to further harbor improvement; Columbia River, between Vanouver and the mouth of the Willamette, with view to ascertaining the effects of the diless and other works between the points named.

"In addition to these surveys and examinations, a board of engineers, will give special attention to the question of improving the Columbia River at The While it is true much stress has been put upon arguments for the further improvement of the Columbia River at its mouth, and while a large sum was again appropriated this year for that purpose still, the question of providing for the Upper Columbia and Snake Rivers was not overlooked.

'It is worthy of mention, also, that it has been next to impossible to secure fair recognition for Vancouver, which is enland in proportion, of course, to its importance prospectively or as a shipping point. Heretofore the theory has obtained that inasmuch as Vancouver did not do a heavy shipping business it was not wise to extend harbor improvement at Government expense. With harbor improvement ouver will grow as a shipping center and while millions are asked and received for keeping the great river open between thousand dollars to assist commerce a short step in the direction of Vancouver should not and will not hereafter be

\$1,000,000 for Gray's Harbor.

This year's appropriation of \$156,775 for the Gray's Harbor jetty work round out a million dollar expenditure for aids to commerce in that busy and steadily advancing part of the state. This is in accordance with a plan of improvement agreed on and provided for several years ago, and while additional sums will be needed, it is already agreed further liberal appropriations will be made to meet the growing demands of commerce.

"Indeed, as the importance of the State of Washington in the commercial world is better understood all necessary and feasible river and harbor improvement projects will be given more prompt and favorable attention by Congress. The harbor improvements, as a whole, required for our state are not as great in proportion to our rapidly increasing tonnage, as in many and most other states. No appro-priations are needed to keep open the approaches to our great inland sea, and only comparatively small sums are asked from the Government for our chief ports. "This year Tacoma starts with a modest

\$75,000 in cash as an initial appropriation and a \$160,000 continuing contract. Scattle receives \$160,000. Compare those items with the shipping of our chief ports and then examine the relatively large appropriations heretofore allowed for other ports or their approaches and it will be seen that est aids to commerce as we need and ask for in our state should, in justice. be forthcoming.

Advantage of Good Harbors.

"Furthermore, the immense advantage of deep, unobstructed passages to our ports on Puget Sound has had its effect on our naval station appropriations. It is now pretty generally understood among members of Congress that Puget Sound affords free passage for the largest vessels and heaviest battle-ships. Mare Island is not so fortunately situated and now that our harbor advantages are becoming better known in Congress the recognition granted in appropriation bills will become more pronounced and

Practically all of the River and Herclose, of the Fifty-sixth Congress, when that measure was asphyxiated by a time-killing speech, together with numerous important additions, were cared for in the bill passed by the session just closed."

"It should be borne in mind that hereafter all projects will be examined into with great thoroughness by a board of prominent engineers of the War Department. The local engineers will, as rule, make preliminary examinations and report to their superiors at Washington. The supervising board will then go over the data submitted and will, if deemed wise, order a thorough and complete examination and survey of the proposed improvement together with a pian and estimates as to cost.

Many Senate Bills.

ception of the Colville Homestead legis-lation, which, owing to the fear express-ed by Senator Piatt, of Connecticut, that its passage might involve the Go ment in a loss of from \$1,000,000 to \$2, 500,000 could not be advanced during the few remaining days of the session, a total of thirty-two bills, appropriation items, etc., introduced by him were passed by the Schute. Among the number are the following:

For public buildings; light-house at Mukiltee Point; light-house at Blaine; light-house at Battery Point; light-house at Burrow's Island; light-house at Brown's Point; extending sub-port facilities at Sumas; Whatcom harbor im provement; Tacoma harbor improvement; Everett harbor improvement; granting state lien lands where settlers have located on school lands; granting court house site to Chillam County; authorizing Tacoma waterway improvement surveys; authorizing Snohomish River im-provement surveys, authorizing timber tests; for improvement of Mount Rainie Park; assignment of troops to Mount Rainier Park; extending the time for desert land payments; increasing the salaries of Deputy Collectors at Tacoma

Indian War Veterans.

In addition to the foregoing, a number of private relief and pension bills were passed. "Speaking of pensions," Senator Poster remarked; "One of the most pleasant tasks of the

session was the reporting of a bill grant-ing pensions to the survivors of Indiareads the early history of Washington and Oregon will surely feel disposed to reward the pioneers who defended our rights and their homes and made it possible for us today to have the great Pa-cific Northwest under the Stars and Stripes. The men who saved Washington and Oregon are worthy of our sin-cere and hearty praise. Most of them are beyond earthly reward, and it is but tardy justice that the few remaining are to be provided for. During the Fiftysixth Congress a bill for their relief passed the Senate but failed in the House. This year both Senator Mitchell, of Oregon, and myself introduced bills for the Indian War survivors and being a member of the Schate Committee on Pensions I had the pleasure of reporting my colleague's bill and giving it preference over my own on the same sublect. The bill also passed the lower

Improve National Park. Speaking of the proposed improvement of the Mount Rainier National Park, Sen-ator Foster said:

"This park contains some of the grandest mountain scenery in the world. Yet, during the 56th Congress I could not secure a nickel for its improvement. Thus far the present Congress has allowed only a small .12978,025 start, \$2000, on the last appropriation bull to pass. I asked for \$25,000 for roads, trails and bridges. The Senate also parced a bill assigning troops to guard against wanton destruction of game and fish and objects of scenery within the park limits. Heretofore the chief drawback in this matter has been the Interior Department's objection to permitting prospecting and mineral entry within the park."

School of Mines.

The bill providing for a school of mines in connection with the Agricultural Coi-lege or the State University was twice favorably reported in the Senate, but seems to be quietly sleeping at present, according to Senator Foster. He says the fact that both this bill and the one provid ing for irrigation drew upon the publ domain resulted in the former being put aside. That was the view taken in the House when the agreement was reached to advance the irrigation bill which has for its motive power the receipts from the sale of public land and which will, in Senator Foster's opinion, be of great permanent value to Washington and other semi-arid states. The sale of lands and the survey of irrigation improvement protects, when improved, will render the bill operative.

Important General Legislation,

The irrigation bill led up to other general legislation, and Senator Foster said: of general legislation, and, perhaps, Representative Cushman may have done so also. It will be unnecessary to go over the items in detail, but of their great and lasting importance there is no doubt. The ending items are: National system of irrigation; isthmian canal bill; Chinese im-migration legislation; granting civil government to the Philippines; protecting our important dairying interests by garine and like legislation; the eight-hour inw, and immigration legislation, passed by the House and now before the Senate; emoval of the war revenue taxes; providing for the construction of a battle-ship by the navy, thus testing the advisability of Government construction."

Timber Tests.

Comparatively few people are aware of the strength and durability of Washington fir and for that reason Senator Foster has for two years been urging Congress to authorize and provide for tests to be made of all American woods. This, he is sure, would result in a decidedly favorable showing for Washington's chief product. For this purpose \$5000 has been set aside, through the agricultural appropriation bill, and Senator Foster says the work of testing our timber will be inaugurated

Owing to unfavorable conditions, Senstor Foster did not introduce an Alaskar or Pacific cable bill during the present session. He has them prepared and probably take up the fight again next session. While the Alaska delegate bill was not favorably considered liberal additional sums were appropriated for Alas ka, including \$136,000 for lighthouses, thus making a total of \$426,000 appropriated in three years for this purpose alone,

Public Buildings.

"The fact that we are to have a number of public buildings in Washington is, in itself, encouraging," Senator Foster remarked in discussing public building legislation. "We have several large cities of much greater importance than many others of less size in interior states that already have public buildings. The Seattle public building now has a total of \$900,000 authorized, \$150,000 additional having just been allowed. This, with the \$100,000 set aside for sites in Spokane and Tacoma, makes a total of \$350,000 for this purpose appropriated during the past ses-sion. The rule obtains that the larger cities are to be provided with public buildngs first and the smaller ones to be cared for in turn."

Miscellaneous Items.

Soil surveys and examinations will be onducted this season in the Walla Walla district and in the Spokane Valley. "The latter investigation," said the Senator, "resulted from an urgent demand-from residents of Spokane County for the purpose largely of demonstrating if tobacco could not be successfully cultivated.

"Geological surveys and other Govern-ment work will be continued on an exten-sive scale throughout the Northwest, and the system of forest protection will be im-proved to the end that the flow of water for irrigation purposes may not be im-

"Seven and a half million having been appropriated for extending the rural free delivery system, additional routes will be established in Washington, where the mber of patrons to be served and condition of the roads will warrant. After ap plicants for a new route send their petition to the Postoffice Department, a special agent is sent out to investigate and report on the advisability of its establishment."

Minor Appropriation Items, The following are among the minor apropriation items enumerated by Sena-

Good Roads.

"For good roads \$30,000 were appropri ated," Senator Foster said in conclus "although a much larger sum. In my opinion, is warranted, For a further investigation of crops on the Pacific Coast \$110,000 was set aside, most of which will very likely be expended in California. The Bureau of Soils receives \$120,000, and for experiments with grass and forage plants investigations \$30,000 is set aside.

GOOD OLD GAME RECEIVED Bolo on the Lawn With Netting and Croquet Balls.

Chicago Chronicle. The game of bolo has been taken up with a vengeance. It has become the cor-rect after-lunch entertainment. Billiards, cards, bridge whist, music, books and the chlidren's games have all had to take a back seat in favor of this latest society craze. Its greatest charm lies in the fact passage across the Pacific, getting in 50 to Astoria. It is reported that the least that it is neither too violent exercise nor days between Nagasaki and Royal Roads. water that can be found in this channel at

BRITISH BARK WYNFORD COMING . TO PORTLAND FOR CARGO.

Was Ordered Around From Royal Roads-Askehall Unable to Secure Full Out Cargo at Tacoma.

The British bark Wynford, the first yesgel to arrive at a North Pacific port since the opening of the new season, was yesterday ordered to proceed from Royal Roads for Portland, where she will load wheat. This is not the first time that vessels have been sent away from Puget Sound to Portland because of the scarcity of wheat at Seattle and Tacoma, but it is unusually early in the season for such a performance. The Wynford made a slow

WHEAT SCARCE AT TACOMA stands she bears but a slight resemblance to the capsused bulk that was resting help-less on Davidge's dock last Winter.

Two Wrecks in the South Seas. SAN FRANCISCO, July 8.—The steamer Australia, which arrived today from Ta-hiti, brought news of the wreck of two vessels in the South Seas. May 23, the steamer Southern Cross, \$23 tons, belonging to the Union Steamship Company, of New Zealand, struck on Apatak Island and became a total loss. All the passengers, crew and mails were saved. Thirty head of cattle on deck swam ashore. The Danish bark Verdante, from West Port, N. Z., for Papeete, struck a reef at the southern entrance to Papeete harbor, June 12. She was towed into the harbor, but sank in seven fathoms of water. She had on board 350 tons of coal as ballast. The

vessel and cargo were sold for 2000 francs. To Make Soundings Near Astoria. ASTORIA, July 8 .- The United States Engineers tug George H. Mendell was en-gaged today in making soundings of the new cut-off channel from Tongue Point

NEW STEAMER ANNA BARRON BUILT FOR PORTLAND FIRM'S ALASKA BUSINESS.

The steamer Anna Barron, which the Thilnket Packing & Trading Company, of this city, started for their Alaska cannery last week, made an excellent showing on her maiden trip. She was built for a nine-mile bost, and made the run to Seattle, a distance of 272 miles, in exactly 30 hours. On her trial trip in smooth water, she made 0.0 miles per hour. The Anna Barron was built by the Astoria Iron Works at a cost of \$10,000, and is as stanch and well equipped as any tug that ever left the Columbia for the far North. Her dimensions are: Length, 85 feet; beam, 19 feet 2 inches; depth id, 8 feet 2 inches; gross tonnage, 82; net tonnage, 58. Her engines are fore and aft compound, of the open-frame type, surface condenser forming part of frame. Her cylinders are 10 and 20 inches diameter, with 20-inch stroke. Steam is supplied by a Scotch marine boiler 13 feet long, 84 inches diameter, and a pressure of 100 pounds is allowed.

The engines, pumps, and all of the machinery, was manufactured at the Astoria Iron Works, and all of the feed pipes and fittings are of braze, the pumps being fitted with braze liners and braze rods. On the bow of the boat is a double cri-inder steam holsting winch for handling freight. The contract for the bull of the boat was sublet to Richard Leathers, and the craft as a whole reflects great credit on the builders. At the close of the season in Alaska she will return to Portland

too dull and slow to hold one's attention. Not only is Portland obliged to supply mean low water is 20 feet, and if it con It strikes a decidedly happy medium. No cargoes for ships which cannot secure ne is barred from playing it-even grandmother is not too old for a hand in It.

The origin of the game seems to be in loubt. It is known, however, that a very coats was shipped direct from Portland to "I understand that Representative Jones by the subjects of this ancient King near-has prepared a statement along this line by three centuries ago. No sooner had it reached our shores than Yankee ingenuity began to improve it. If you are unable to buy it, or if you live in the country beyond the reach of the stores, you can make a set. The materials required are the simplest possible. Any boy can rig up a game of it in no time. Bolo is played on a space of level ground only 15 feet square. A grassy plot, if the grass is cut short, makes the best field or court. but it should be perfectly level or smooth. A good game of bolo cannot be played on a rough piece of ground. A court covered with fine sand also does very well. If you should have a set of croquet mal-lets and balls, these will answer. You should have at least eight balls and as many mailets as players, but the number of mailets is immaterial, as a player can

borrow his opponent's mallet.

The next thing is the netting. This you will probably have to buy. It should be 15 feet long and 12 inches wide, and it requires four nets. Most any athletic store will supply you. A stake about 22 inches long made from an old broom handle should be fastened to each end of the nets, and also one in the center, to keep the net from sagging. The stakes should be driven into the ground three or four inches and the nets stretched tight. The nets, when properly set up, should form a field or court is feet square, and at each of the four corners an opening of four nches wide should be left. You are now ready to play. The object of the game is to drive more of the balls off the court through the openings at the corners than

1. Place all of the balls except the red ball in a bunch in the center of the field.

2. Draw lots to see who plays first.

The first player then places the red ball n the field at a point three feet from

either corner.

2. Strike the red ball with a mallet and drive it against the balls in the center. If a ball is hit with the red ball the player then places the red ball against the bail hit. He then strikes the red bail, en-deavoring to drive the other ball out of the field through the opening at either corner of the field. If he succeeds in putting the ball out he continues to play by shooting at any other ball on the field wherever he finds It. A bail is not out until at least half of it is past the stakes. If he fails to put it out, the next player

then continues the play.

4 If the red ball is driven out, the player doing so loses his turn and must forfeit a ball to the field as a penalty, i. e., he must put a ball back on the field. If he has not put out any balls, he owen the field, and must pay as soon as he has balls to pay.

5. No person but the one shooting is allowed on the field. allowed on the neid.

6. The person who puts out the most balls wins the game, but all the balls must be put out before the game is ended.

7. When the red ball is driven out it is placed back on the field at a point three feet from the corner it was put out and

the play continued.

8. If the red ball or any other jumps the net, if a player drives a ball over the net, he loses his turn and must forfelt a ball besides the ball that jumps the net, A player forfeits a ball if he falls to lit a ball with the red ball when making a shot.

Twice Every Day to Cincinnati and

Louisville. Mornings and evenings is when through trains leave Chicago for Louisville through Indianapolis and Cincinnati, via Pennsylvania Short Lines. Morning trains have vestibuled cafe parlor coach and Pennsylvania Standard coach, Night trains have vestibuled conches and compartment sleeping care—the new kind with private rooms. Ask H. R. Dering, A. G. P. Agent, 248 South Clark street, to re-

wheat on Puget Sound, but the Oregon past year, it will be charted as the regu-port is the source of supply for most of lar ships channel. the oats and flour now going forward from Tacoma and Senttle. A 5000-ton cargo similar game was played in France during the reign of Louis XIV. There has
been some change in the game as played
by the subjects of this ancient King nearby the subjects of this ancient King neariver the cargo of the British steamship
iver the centuries ago. No sooner had it

about 1000 tons of oats from San Francisco. being paid on her by the underwriters.

The cargo for the Wynford is awaiting on the British bark Earlscourt, now out ther on the dock in this city, and if she 7 days from Newcastle, Australia, for makes a quick passage down from Cape Valparaiso, is per/cent is being paid. The Flattery, she may reach here in time to rate on the French bark Breun has adfigure as one of the July grain fleet. Port- vanced to 30 per cent. She is 183 days out and dispatched three grain cargoes in July last year, and unless the Wynford cisco. reaches here within a day or two the fleet for the first month of the new season Much Wreckage Sighted. be limited to two vessels, the Asie

CUSTOM-HOUSE BUSINESS. Details of the Record-Breaking Col-

and Jacobsen, now loading here.

lections for Last Month. The report of the transactions at the Custom-House during the month of June, which has just been completed by Collector Patterson, is as follows:

No vessels entered from foreign ports.

No vessels cleared for foreign ports.

No vessels cleared for foreign ports.

No vessels cleared for domestic ports.

No entries of merchandise for duty.

No entries merchandise for duty.

No entries for warehouse.

No entries for export to adjacent British provinces. No. entries merchanological No. entries for warehouse No. entries for export to adjaction of the provinces of the No. entries for rewarehouse for consumption of the form warehouse for exposition o

No. entries for immediate transportation without appraisement 53
No. entries for consumption liquidated 70
No. entries for warchouse liquidated 4
Certificates of enrollment granted 2
Licenses for coasting trade granted 7
Value of exports

Censes for coastin 25 30 Montreal.

.\$190,443 69 Montreal. Amount of refunds and draw-backs paid

MAKING SLOW PASSAGES. German Bark Lita, One of the Februuary Fleet, Reported Out.

The German ship Lita, the second vesse of the February fleet to sail from Portland, arrived out at Falmouth yesterday, after a slow passage of 150 days, although the vessel is considered a very smart sailer. With the exception of a few of the January ships, nearly all of the ves-sels that salled from Portland after the turn of the year have made slow pas-sages, and siz, of them are still to be heard from, with none of the March ships yet reported out. Several of the bunch which sailed a few days later than the Lita have been spoken only a short dis-tance from Queenstown, and will probably arrive within a few days. Sailings from Portland, as well as other Pacific porth, were not very heavy after March 1, and the amount of grain still on pas-sage from this coast is very small com-pared with that which was afloat 60 or 50

NEARLY READY FOR CARGO. Finishing Touches Being Placed on

the French Bark Asie. The French bark Asie is still at the Willamette Iron & Boiler Works' dock receiving the finishing touches on her repairs. Her cargo is on the dock awaiting her, and she will probably shift down to Montgomery dock the latter part of the week. It was reported a short time ago that the ship was to receive a considerable sum for demurrage on account of her long stay at the repair shops. This is said to be an error, as her stay at the dock has been protracted beyond the specified time in order that some work not mentioned in the contract could be performed. The contractors have made an excellent job in repairing the vessel, and as she now

tinues to improve as it has during the

More Overdue Ships.

from Newcastle, England, for San Fran-

SAN FRANCISCO, July 8.—The bark Tidal Wave arrived today from Port Gamble, and reports passing through considerable wreckage on July 5 in latitude 44:06 north, longitude 125:35 west.

Domestic and Foreign Ports. ASTORIA, July 8.-Sailed at 10:30 A. M .eamer Alliance, for San Francisco, by of coast ports. Condition of the bar at 5 P. M., smooth; wind northwest; weather clear.
Falmouth, July 8. — Arrived — German ship Lita, from Portland. New York, July S .- Arrived-Moltke, from

Hamburg. own, July 8.-Arrived-Westernland, New York, July S .- Arrived-Kaiser Wilhelm der Grosse, from Bremen. Antwerp, July S.-Arrived-Kroonland, from

New York. Paperte, June 25.—Salled-French transport burance, for the Gambiers.
San Francisco, July S.—Arrived—Schooner Vine, from Gray's Harbor; bark Tidal Wave, from Port Gamble.

New York, July 8.—Sailed—Pennsylvania, for Hamburg, via Plymouth and Cherbourg, Tokohama, July 6.—Arrived—Duke of Fife, from Tacoma for Hong Kong. Newcastle, N. S. W., July T.—Arrived—Ganges, from Tacoma.
Liverpool, July 8.—Arrived—Numidian, from

London, July 8.-Arrived-Brazillan, from Bremen, July 8 .- Arrived -- Kronprinz Wil-Bremen. July 8.—Arrived Aronprine 10 helm, from New York, via Plymouth and Cherburg. Salled-Bremen, for New York, via Southampton and Cherbourg. Seattle, July 8.—Salled July 8.—Steamer Tames Seattle, July 8.—Salled July 8.—Steamer Tames Seattle, July 8.—Steamer Seat

pico, for Tacoma. Sailed July S-Steamer Bertha, for Valdes; steamer Dolphin, for Skag-way; steamer Queen, for San Francisco. Ar-rived-Steamer Umatilla, from San Francisco; steamer Charles Nelson, from San Francisco. Gibraltar, July 8.—Passed—Victoria, from New York for Marsellles, Genos, etc. Liverpool, July 8.—Arrived—Bohemian, from Rotterdam, July 8.-Arrived-Statendam, from Roterdam.

Sydney, N. S. W., July S.—Arrived previous-ly—Steamer Sierra, from San Francisco, Hono-lulu, Pango Pango and Auckland.

Had a Few More.

Washington Post. Senator Deboe, of Kentucky, who, despite his outward seriousness, is really a perennial wellspring of humor, tells good story of an episode down in Bourbor County in his state.

A very worthless drunken fellow, wh was a common nuisince, was arrested and brought into court. He demanded a trial by jury, and the court ordered that a jury be impaneled. On the next day when the court met there were gathered in the jury box 12 of the hardest, most "Well," said the Sheriff, "I knew that the prisoner was entitled to be tried by a jury of his peers. It was pretty hard work to get them, but in case any of these won't do, I have a few more hovering around a whisky barrel outside. The court looked at the prisoner and a

"The case is dismissed," was all he said.

All the employes of the Barnum & Bajley circus, now traveling in Europe, are total abstainers, to which fact is attrib-uted the military-like precision with which the great organization is handled and the small percentage of accidents.

IMPROVEMENT FOR WASHINGTON-STREET LINE.

Immediate Betterments by Local Railway Companies Will Reach \$200,000.

The Portland Railway Company is making arrangements to re-lay the greater portion of Washington street with 21-pound, seven-inch grooved rails. It is exected that this track will have concrete foundation and a stone block payement grouted with cement, which will make a nodern up-to-date track similar to that the company has already laid on Burnside street. The rails for this work will be in lengths of over 60 feet. Much to the surprise of the rallway company, they have arrived over a month ahead of promised delivery, and before all arrangements for starting the work have been perfected. This improvement is one which will be of great benefit to the street, the railway company and the City of Portland gener-

To relay this track on such a narrow and congested thoroughfare as Washington street, and at the same time to keep the cars in operation for the service of the public, is no easy matter. The street itself is very narrow, leaving little room for the passage of cars and space which must necresarilly be used for the work of construction. Washington street is a main artery of city traffic, and it is absolutely necessary that the cars should be kept running. It is also impossible to do this work at any time except in the dry Summer months, it being impracticable to perform cast-welding and some other por-tions of the work in wet weather. In this class of work it is also necessary that the cement should have over a week to set before the cars are operated upon the track, otherwise the cement bond would | J it Horner, do track, otherwise the cement nond would be be broken and the foundation would be worthless. It is understood that every effort will be made to carry on this work with as little inconvenience to the public and property-owners as possible. It is also evident, on account of the narrowness of the street and the many limitations that stand in the way of clear and unrestricted work, that some inconvenience will result, not only to the railway company, but to other parties on the street.

The cost of this improvement will be very large and in the light of the present universal cry for better etreets, it would seem that all citizens should unite heartily in the spirit of this work, and hear with such temporary inconvenience as there may be to railway or other travel on the street while it is in progress. This will be the first of Portland's main thoroughfares which will have a heavy up-to date railway track, although when the

present tracks were put down on this and other business streets of this city, they were considered modern and of the best of type at the time they were laid. The City & Suburban Rallway Company has been making preparations for the re-laying of Third street with similar, but a little lighter, rails, which are expected to arrive in about a month. The work of re-laying Third street will be much simpler than that of Washington street, on account of the greater width of the street, and also because this company has planned to run its cars on Second atreet during the time that the construction work is being cafried on on Third street. thus leaving a free and unobstructed street for the work.

The value of these two improvements to the City of Portland can hardly be esti-mated and the amount to be expended by he two companies in this work is up warde of \$200,000. While it has been fre quently remarked that the streets along the various railway tracks in this city have not been kept in the pink of condi-tion, to careful observers it is apparent that the railway companies in addition to paying their share of all original improvements, have as a rule, made muci more frequent and extensive repairs and expended much greater amounts on the

AT THE HOTELS.

THE PORTLAND.

G Drain

Mr & Mrs W B Valentine, San Jose
A B Searle & wife,
Washington, D C
Thos Drury, Tacoma
W J Honeyman, city
W S Sherwood, St Pi
H Tlebner, wife and
child, S F
E Mosroon, Color
misson
A A Mekay, Chicago
G E Voorhees, Jr.,Morriston
A A Mekay, Chicago
G E Voorhees, Jr.,Morriston
A A Mekay, Chicago
G F Bulen, Tacoma
A A Mekay, Chicago
G J Billis, wf & dr.,
Neb
J L Wiley, Chicago
Mrs M Josephaon,
Roseburg
Mrs M Josephaon

E G Schubert & wife.
Chicago
Mrs Lillian Jacobs,
Lexington
Miss K Clay, do
R M Allers, do
R M A Franklin, do
Chas Agle, do
Chas Agle, do
Chas Agle, do
R M Repert & wf. do
R M Beyers & wf. do
R M Elsendroth, do
W K Ripatrick & wf., do
Chicago
Mrs Chas Klipatrick
Chicago
Mrs Chos Ripatrick
Mrs Chos Ripa

Columbia River Scenery,-flexulator Line steamers, Dailes, Cascade Locks and seturn daily, except Sunday, from Oak-si-THE PERKINS.

THE PERKINS.

J M Barton, Weiser
Mrs J M Barton, do
W McBride, Salt Lake
W C Lamb, Reno, Nev
H H Dexter, do
C R McCown, Mays
rille, Mog
Miss Magner, do
B F Nichols, Kalama
W F Zwiick, Seattle
C J Royeroff, Heppuser
N A Leach, Ione, Or
Diw Crosby, Spokane
E J Perchan, Colfax
T J Freeburg, Seattle
C J Royeroff, Heppuser
N A Leach, Ione, Or
Diw Crosby, Spokane
E J Perchan, Colfax
T J Freeburg, Seattle
C J Royeroff, Heppuser
N A Leach, Ione, Or
Diw Crosby, Spokane
E J Perchan, Colfax
T J Freeburg, Seattle
C J Royeroff, Heppuser
N A Hamilton, Astoria
A J Mollior, San Fr
A Harter, San Fr Thus Robertson, Pen- Mrs M Heyer, San Fr dieton I Smith, Heppiner

Thes Robertson, Pendeton Galeb Selby, N Y I Smith, Hoppmer I Smith I Smith, Hoppmer I Smith I Smith

Chas P Nelson, Clover- Edwin Craft, Wahkla

Chas P Nelson, Clover dale, Or Chas Ray, do Eobt A Meyer, S F C B Upton, Walla W E P McDaniel, Hair C H F Jones, Toledo, Or Wm Kennedy, W W C C Winston, Spokane Or Wm Kennedy, W W C C Winston, Spokane Or A Megrath, St Paul, Minn Hayrath, St Paul, Minn Mrs J M Duncan, do G C Lamb, Walla W F A Megrath, St Paul, Minn Mrs D O Powell, do J G Van Orsdale, Dallas, Or Miss Beatrice Holt, Omabs Miss Glenn, The Dalles Miss Glenn, The Dalles Mrs C A Guna, St Joe Mrs C B Guna, Mrs C B Guna, St Joe Mrs C B Guna, St Joe Mrs C B Guna, St Joe Mrs C Mrs THE IMPERIAL.

THE IMPERIAL.

C S Gilchrist
E O Wergedahl, St Pl.
E E Willingl, La Grad
S C Healey, Medford
S C Mathews, Rosebrg
Geo E Lane, Reiwing
Thos Goldworthy,
cakesdale
J H Goldworthy, do
A E McSwiggan, Phila
E M Casaldy, do
C S Brown, Astoria
Mrs Brown, Astoria
Mrs H S Scales, Pendictor dieton
Miss Suste Anderson,
Vista
W H Brown, Cakland
Pendleton
Stella Anderson, do
Chas Francisco, GreelFred Anderson, do

Stella Auderson, do
Fred Anterson, do
G J Erriey & cidn,
The Dailea
S L Johes, San Fran
J A Bernstein, San Fr
W F Sherman, Salem
Mrs Sherman, Salem
J L Haaz, San Fran
Mrs Sherman, Salem
J L Haaz, San Fran
Mrs Sherman, Salem
J L Haaz, San Fran
Mrs Governmen, Salem
J L Haaz, San Fran
Mrs Green
Kate Howe, Walckier
John Frimer, Kan
J Lewe
G H Gilmer, Ma
W Manter, Forest Gr
Jas Withycombe, Corvallis
J E Horner, do
THE ST. CHARLES.

THE ST. CHARLES.

THE ST.

A E McCoy, Kalama
Bert Lowe, 60
W L Pulliam, Winlock
R H Slaughter, de
The Slaughter, de
O B Michael, de
O C A Quick, La Crosse
J F Dis, Oak Point
L C Hubbard, de
Jas Pierce, Seattle
Ed Yates, de,
Theo Ferine and wife,
Spokane
Mrs Chas Thomas, de
Fred Walker and wife
Spokane

The Marker and wife
Spokane

The ST. CHARLES.

Mrs C E Brunson, MoMarket La Crosse

deen

J H Reed, city
F J Morrison, Dallas
F J Denker, McMinaville
Jas Ahrens, de
T M Clement, de
G E Smith, Wasco
John Manary, Shrarton
Spokane

A Stocker Pittsburg
Spokane

L Sundalon, Rainler Spokans

3 E Huntley, Aberdeen
Ins W Soott, Seattle
I A McAndrew,
Ridgefield
Shipman, La Center R J DeCheids, S F
W Kobertson, Harnin Miss F Williams, W W obertson, Harmin Mirs F Williams, W V urner, do C Wright, Giltner, Ne Errest, do T Wright, do Hiller, Inip anneler, do T A Richardson, Rai-ner de

F R Gillady, Seattle F E Hider, Indp ion Wampler, do F A Allan, W. W. Philoford, W. W. Ger, Indp.

T A Richardson, Raimer and W. M. Hinrichs, Albany W. A Hinrichs, Albany W. A Hinrichs, Albany do Restron, Kalam a Edimonison, Salem ilson, Seattle S J Yates, do rice, Ridsenfeld J A Coon, do relius, Salem A Rail, Oswego R Dow and wife, city awford, Hogum Brown, S F T Crawford, Hostum

Hotel Brunswick, Seaffle. European plan, Popular rates, Modern mprovements. Business center. Near

Tacoma Hotel, Tacoma. American plan. Rates, 22 and up. Hotel Donnelly, Tacoma. First-class restaurant in connection.

Christian Smith, the oldest locomotive ngineer living, whose home is near Harper's Ferry, ran the first engine on the Baltimore Rallroad at a speed from six to eight miles an hour, which was consided rapid for those days.

Permission has been given by the Emperor Menelik for an Italian company to mine in a gold-mining tract in Abyssinia,



A Medicine for Old People.

Rev. Geo. Gay, Greenwich, Kas., is and color of ay, Greenwich, Kas, is past \$3 years of age, yet he says: "I am enjoying excellent health for a man of my age, due entirely to the rejuvenating influences of Dr. Miles' Nervine. It brings sleep and rest when nothing else will, and gives strength and vitality even to one of my old age."

"I am an old soldier," writes Mr. Geo. Watson, of Newton, Ia, "and I have been a great sufferer from nervousness, vertigo and spinal trouble. Have spent considerable money for medicine and doctors, but with little benefit. I was so bad my mind showed signs of weak-ness. I began taking Dr. Miles' Nervine, and I know it saved my life."

Dr. Nervine

Saved me from the insane asylum," Mrs. A. M. Heifner, of Jerico Springs, Mo., writes. "I was so nervous that I could scarcely control myself, could not sleep nor rest, would even forget the names of my own children at times. I commenced using Dr. Miles' Nervine and it helped me from the first, and now I am perfectly well." Sold by all Druggists on Quarantee.

Dr. Miles Medical Co., Elkhart, Ind.

Every Woman

Andright Co Is interested MARVEL Whirling Spray The New Ladies' Syringe Best, Safest, Most Convenient, of your dense lat for it,





The following symptoms are cured: Pains in ide and Back. Smothering Seasations. Coated fongue. Bloated Stomach. Want of Appetite, liceplessness. Hendache, Feeling of Fear, Rad Dreams, Rad Memory and Lagrippe. 36 days' resiment 25c. All Druggists'. "ALL WRIGHT-FOR MORE THAN HALP A CENTURY"

