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THE MORNING OREGONIAN, THURSDAY, JULY 10, 1902

ported having been in collision with the Fall River Line steamer Priscills last night. Her bow was badly damaged and a great nole was stove in the port side five feet below the water line. The for-HIS SOCIETY EXPENSIVE than their wont. And, to look through FIRST OF THE NEW FLEE **PIKE'SPEAKAFALSEALARM** additional-to the man who owned the five feet below the water line. The for-ward compariment was flooded, but no water reached the other bulkheads of the Suckers, parasites and hangers-on, these are the pest of Colorado, that is, in places GUEST OF THE NATION TO WHOM MAGNIFICENT AND UNAPPROACH-FRENCH BARK JACOBSEN CLEARS ship, and no dimage was done to the freight. ABLE FOR GALL OF BARKERS. FOR UNITED KINGDOM. UNCLE SAM PAID \$500 A DAY. tourists go, Let the man who comes

It Goes Hard With the Oregon Man Among Colorado's Barren Hillaldes and Predneeous Natives.

COLORADO SPRINGS, July 4 .- (Staff correspondence,) - "What's the fare up Pike's Peak?" asked a man from Oregon. That was before he reached the base of the peak. He did not learn until it was too late to turn back. "What's the fare up Pike's Peak?"

Um-um-dollars." answered the man who did his best to talk distinctly on all subjects but on this. "Grandest mountain in America," he went on, putting the real question out of sight. "Up 14,147 feet above the sea-nearly three miles. Highest railroad on earth. Higher than all the clouds, and the kingdoms of the world." And his ecstacy was so superlative that it was deaf to the paltry question of fare. "Where is Pike's Peak?"

The steerer gave a wave of his hand to the westward. "Over there," he rejoined, "up 14,147 feet."

Now the reader must know that this dry Colorado," ventured the Oregon man, timidly.

"Oh, this is only in the foothills," returned the stoerer. "Perfect sunshine on top. That's up above the storms and troubles of the world. Perfect Spring day.

But the Oregon man was no tenderfoot, He had been up mountains himself. He could distinguish a lie from a fib in re-

could distinguish a he from a hD in re-gard to high mountains, and he gave a bint of what was gyrating in his mind. "I'll guarantee you sumshine on the top," declared the dapper steerer, "or I'll not send you up. This electric car will take you to the foot of the mountain. take you to the foot of the mountain. There I'll islegraph to the summit. I'll take care of you."

So Oregon got on the car at Colorado Springs for Manilou, a place six miles westward, where the cog railroad up the wentward, where the cog rainoad up die peak begins: The electric car fare was 5 cents. "You're the only institution in Colorado that doesn't rob a man," re-joiced Oregon, for he had got so used to being hold up that when it didn't happen he felt as if he was cheating somebody But he felt less guilty at the end of the line. The conductor came back not once more, but twice more, in that ride of six illes. "Where are well asked Oregon, "Under Pike's Peak, 14,147 feet high,

grandest mountain in America." Which way?"

"Up above you.

The visitor looked "up above." Rain was there, but no mountain. He looked whence he had come. He had come from nowhere. Up the mountain two wet rails lost themselves in the mist, as if to hide their shame for the deception they were bout to perpetrate. "Ticket office this way," exulted the

steerer, as he made a mental calculation of his share of the spoils. "Stand in line, no crowding; this is not a rough house." "What's the fare?"

don't sell tickets. Go to the window

So the Webfooter awaited his turn, and dodged the drops of rain as best he could. He was so innocent that he did not no-tice the "sold" look on the faces of those bought tickets ahead of him Fare, \$1

"Great shade of the mighty Caesar!" gasped the Webfooter. "Each way?" "Round trip," smiled the ticket agent, extenuatingly. "High mountain, 'way up extenuatingly. "High mountain, 'way above the price. Temperature on top but it's no frost. Sun shining. your time; you may never be back here again. Better go now."

Wehfooter was sure he had heard that voice in a Fan-American sideshow last year. But somehow or other he bought a ticket, and then began to meditate how he might save \$5 somewhere

bring plenty of money and bring more. Hotels, carriages, porters, beliboys and all-all are in business for profit until the poor visitor fears there must be a bigger hole in his pocket than where he draws his hand. The thrift of the money-makers is entirely with

conscience. It fliches here and pilfers there and extorts in another place, and when it cannot do either, it just cuts across lots and takes. And the members of the profession-why, they are complacently brazen-faced about it; their physiognomy matches perfectly the burntbrick soil. In this land Mammon wins a

place where scraphs might despair. Anything to make a living without work. The petitioners for bounty string themselves up and down the streets of \$74,000. Manitou, for example. The pretext for their existence is that one has for sale a rock from Pike's Peak, or a worthless amethyst from somewhere else, or a sam-ple of ore from some mine or other. Drivers of buggies and carriages make the pince hideous with their solicitations. It's everything to get just as much as possible out of the tourists by making as ilttle possible return. The motto on the front

stealth, wolf in greediness." Now the writer of this does not wish Now the render must know that this peeriess mountain, 14,147 feet high, was there all right. Yes, indeed, but it was bashful behind a canopy of rain clouds. "I thought you didn't have wet weather in dry Colorado." ventured the Oregon man,

to speak his mind. No doubt it is a great country for Eastern people who don't know any bet-ter. And it is, indeed, a grand country, varied in resource, industry and natural beasity. But to a dweller of the Pacific Northwest, the state just simply fails to charm, because of its lack of water, "Give us water." cry the people of Colorado, "and we'll show you Eden restored." and so Uncie Sam has started in to give Col-orado water, and this state is included in the new irrigation act. Thus all Colorado needs is water. But what does this argue when water is all that Hades needs? Snow and rain-these make the aqua vitae that nourish the hills and valleys of Washington and Oregon. The blue

blue vault of heaven bends kindlier down upon this land, for it has lakes and rivers and brooks to make its carpets of green and gold. Water is the thesaurus of fruitage and bounty. Aladdin's lamp is like 30 cents beside it.

And they have a Garden of the Gods here. That's nothing, you say? Well, but this is the only Garden of the Gods. That's different, isn't it? And you wish to know why it is the Garden of the Gods? You'll have to work a wiser head, a head even wiser than anybody's here.

The writer saw no sign of a garden, All was barren and bleak and red. A tuft or bush grew here and there, perhaps where some god had placed his foot

ong ages ago. It occurred to the writer once that the rocks and crags were statuary of the gods and that this was a garden of statuary. Yes, yes, perhaps that's it, al-though the hideous burro approaches even into the midst of it, this sacred place of god-like forms. And yet the forms are not all divine. Are these gonii and gromes we see, and cyclops and minoand due to arrive before the turn of the inurs and centaurs and satyrs and manjacs and devils? Yes, perhaps, all these and more according to whatever picture is in the mind. And if you come equipped with

imagination you may see beauty where nobody thought of it before, or terror when nobody dreamed of it. L.S. KILLING A NOXIOUS WEED

Canada Thistles May Be Extirpated in Two Consecutive Sensons.

Chicago Chronicie

Chicago Chronicie. One of the worst enemies of the farmer is the Canada thistle. It works more in-jury every year to farms in this country than many other causes to which greater attention is given. It spreads slowly, ap-parently, but it sconer or inter takes full commence of the land and unless eradimession of the land, and unless eradicated the entire farm becomes worthless. The heavier seeds, which are carried by

French Bark Daniel Chartered for Portland Loading - Barkentine Amason Coming for Lumber.

The Portland Grain Company has the distinction of dispatching the first grain ship of the calendar year 1962, and also the first grain ship of the cereal year 1962-1868. They led off the January fleet with the Alsterkamp, and yesterday they cleared the French bark Jacobsen, the ploncer vessel of the new senson fleet, for Queenstown or Falmouth for orders with 110,052 bushels of wheat, valued at \$74,000. The Jacobsen was intended for old-season business, but she made such a long voyage, and was so slow in get-ting ready for cargo, that she now figures as the leader of a fleet instead of the tail-ender. The Jacobsen starts the new flect at a rate of 10 shiftings under that of the first ship of last season's flect. The British bark Madagascar led the bunch last year with a 36s 3d rate. She was dispatched by the Portland Flour-

that season. The Madagascar was cleared Guthrie & Co., at 37s 6d. Low-water mark for the first ship of a season was reached by the leader of the 1897-98 fleet, Balfour, Guthrie & Co. clear-ing the British ship Duchalburn, July 2,

at 20 shillings fint. The same firm, had the first ship of the 1896-57 feet, clearing the British ship Australia on July 9, at a 25-shilling rate. The fleet of 1885-96 was led by the British ship Gulf Stream, cleared July 14, by Sibson & Kerr, at Uas 90. Wheat was so thoroughly cleaned out in the Spring of 1594 that the first grain ship, the British ship Cathcart, did not get away until early in September. She was cleared by the Pacific Coast El-evator Company. The American ship Sol-taire, dispatched by Balfour, Guthrie & Co., was the first of the 1833-94 fleet.

FRENCH FLEET COMING. Fifty of French Bounty-Earners Now Headed for Pacific Coast.

The French bark Daniel, which is now en route from Swansea for San Diego, has been chartered to load wheat at Portland in November-December at 28s 3d. The vessel is a recent product of the French yards, this being her first trip since she was completed. The French bounty-earners have been a factor of gradually increasing importance in regulating freight rates out of Pacific Coast ports, and they now promise to cut a pretty wide swath again this year. Headed for Portland, San Francisco, Honolulu San Diego and Puget Sound are some-thing like 50 of these recent additions to the merchant marine, and as the com-bined carrying capacity of the fleet is something like 5,000,000 bushels of wheat. they will have an important bearing on the freight situation. The list of French vessels now headed for the Pacific Coast,

year, is as follows: Verr, is as ronuwa. Ne Versel, Nessel, New York, New York, New York, Saint Donatien, from Antwerp. Bourbaki, from Antwerp. MacMahon, from Antwerp. Belen, from Antwerp. General Meilinet, from Antwerp. Jeannie Cordonnier, from Cardiff. Net Tons

BARGE TURNS TURTLE. Big Molasses Tanker Goes Down in

East River. NEW YORK, July 3.-A large tank barge owned by the Tidewater Oll Com-

pany, of Bayonne, N. J., has turned tur-tle in the East River opposite the foot of East Thirteenth atreet. Between 4000 and 5000 barrels of mollasses were spread upon the water of the river. Three men on the boat barely escaped with their lives. The barge was being filled with molasses from the tanks of a West India steamer. The engines on the lighter had pumped for some time, when the barge suddenly heaved over to one side and then turned upside down. When the barge began to list the men who were working on the tanks suspected trouble and jumped over-board. No explanation of the accident has been found.

Mutiny on High Seas.

PENSACOLA, Fla., July 9.-A sensational story of mutiny and murder on the high seas is told by Captain McDonaid, of the American schooner Mary Sanford, which has arrived here from Bluefields, Nicaragua. During the voyage A. G. Nicholson, the first mate, killed Fred Reed, a negro West Indian meaman, because he did not perform some duty in a manner to sult the mate. Immediately after the murder four West Indian seamen. trymen of the dead man, resented the interval, though quartered most of the time in the District Jail, he fured sump-tuously at the expense of the House urder of Reed and threatened to hang Nichoison from a yardarm. The captain, two mates and steward were the only white men on the vessel, but they managed to preserve order.

commodating officer; being served with the delicacies of the season three times a day from the House restaurant, giving dinner varities to his friends, and gen-erally killing time after the manner of a No Tidings of the Portland or Jeanle PORT TOWNSEND, July 9 .- The Conemaugh arrived here at 7 this morning, and maugh arrived here at 7 this morning, and proceeded to Seattle. She left St. Mich-ael June 26, and Nome June 27. The steamers Meteor and Melville Dollar were at St. Michael. The steamer Lyra ar-rived at Nome June 27. Up to the time of the Conemaugh's departure, no tidings had come from the Portland or the Jeanie, and maugh brought no news of the overdue Oregon. The C Dutch Harbor. The Conemaugh did not stop at

Gasoline Launch Libeled.

The gasoline launch Lidle and Marle, ying at Astoria, was libeled yesterday by Matti Korpela, a fisherman living in the city by the sea. The libellant alleges that on July 4 he was cruising in the Columbia when he saw the launch drift-ing near the jetty sands and captured it. But for his efforts, he asserts, it would have run upon the sands. He held it at anchor until the tide went down and the wind abated, and then he towed it to Astoria. He asks for a reasonable sal-vage. The launch was released on bonds.

ABERDEEN, Wash., July 9 .- The fourmasted schooner Edward R. West, the latest addition to the fleet of the West & Sinde Mill Company, was launched here yesterday. The West is the fifth big vessel built here for the West & Slade Company, and her cargo capacity will be 1,100,000 feet of lumber. As soon as she is fitted out, she will load here for some foreign port.

Sails Through Floating Stone.

SAN FRANCISCO, July 9 .- The schoor er Pearl, laden with codfish, came into the harbor today from Sanak, on the Alaskan coast, and her crew reported that when about 400 miles southeast of Una-iaska the vessel salled through a quantity of pumice stone floating on the sur-face of the ocean. The floating stone was encountered on June 26. For nearly 90 miles the vessel sailed through it in alderangement three or four years, ago, and went into retreat for a while, but was discharged as restored; and his friends hope that his present attack may likewise yield to treatment. most a straight course.

Thirty-Footer's Long Trip.

NEW YORK, July 9.-The 28-foot launch Ablel Low, commanded by Captain William C. Newman, sailed from College Point, L. I., today, for Falmouth, England. Captain Newman's only comwrites "damn" with such cheerful fre-quency that she is therefore described by panion on the trip is his son Edward, a youth of 16. The launch is equipped with a 10-horsepower kerosene oil engine and



for anybody!

RODO

" FLORODORA" BANDS cre

of same value as tags from

"STAR," "HORSE SHOE,"

" OLD PEACH & HONEY,"

" SAW LOG," " OLE VARGINY "

or "MASTER WORKMAN" Tobacco.

SPEARHEAD.""STANDARD NAVY.

ALL HAVANA FILLER

Not a dark office in the building; absolutely fireprosf; electric lights and artesian water; perfect saultation and thorough ventilation. Elevators run day and night.

P RO M

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THE PALATIAL

OREGONIAN BUILDING

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國國

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gentleman of elegant leleure rather than culprit in durance. Still, as he expressed it, his feelings had been seriously wounded, and the par-ty who wounded them must be compelled to apply the salve of a fat sum in damthe general impression in Nome is that the vessels are lost. The Thetis is still out on her second search. The Cone-vate counsel specially retained, made a stubborn fight for the defense, but the jury returned a verdict for \$100,000. The Judge who presided, though himself a subscriber to Kilbourn's syndicate, de-clared the amount excessive, and on the Government's motion set the verdict aside and granted a new trial. This time Kilbourn was awarded \$60,000. Again the

contingent fund, taking exercise afoot or paying social visits in a carriage-al-

good friend of Thompson, whom he sued, and their litigation did not impair their

friendship. Finally, some of the men

who took the most active part in throw-ing him into jail and trying to keep him

there were old cronies of his-each side being merely bent on establishing a prin-

ciple. Kilbourn showed signs of mental

Butte Production Actually Paid.

New York Evening Post. It is announced that the young woman

In the West who prays to the devil and

ways, of course, accompanied by an ac

Government appealed, and the second Judge set that verdict aside. At the third trial the verdict was for \$37,500, and the Judge who presided said that, though the award was still, in his opinion, ex-cossive, the litigation had already con-

sumed some years and tired everybody out, so he would suggest as a compromise that judgment be entered for \$20,-000 and both sides cry quits. The advice was followed, and the House of Repre-Schooner Launched at Aberdeen. sentatives paid the judgment against its Sergeant-at-Arms, as he had acted only

under its instructions. The case had several comical features, when looked back upon. Kilbourn, for in-stance, had no real objection to showing his books, and after his release made free with the facts and figures they contained; he merely insisted that the House of Representatives could not force him to lay bare the confidential data of his private business. He had long been the

It is not pecessary here to describe that cog-rail ride to the summit of Pike's Peak. Suffice it to say that Pike's Peak is not the biggest thing in Colorado-there are liars. And suffice it to say, liars are, after all not the most distinguished citiliars. And suffice it to say, liars are, after all, not the most distinguished citizens of Colorado; there are thieves and robbers-parasites, in other words, whose aim in life is to fleece jourists, to squeeze from them every cent possible.

That ride up Pike's Peak is worth more than \$5; yea, indeed. But the railroad should pay the tourist, not the tourist the rallroad. And if the visitor is from Ore-gon, where high mountains are one of nature's chief assets, the trip is worth a great deal more to him.

Pike's Peak is simply a great big hulk, barren and bald of any wonder, save that of size. It is positively hideous to an eye educated in nature's school of art. And If its size is to be admired, so then should of the Cyclops glants in human form, without any charms of person,

If Pike's Peak had any snow to clothe nakedness it might deserve a place in the cultured society of fine mountains, But it hasn't any. And its uglinees thus uncovered stands forth displeasing in every detail. When a Webfooter in a car passes Pike's Peak, he pulls down the window curtain to keep out the hideous wision

But the present Webfooter didn't hide his eyes. The peak velled itself behind rain clouds and kept him in ignorance. When he got up close, then he was sorely shocked. Not a bit of snow all the way up, save a court-plaster patch here and there to cover up an extra deep mar in the mountain's physiognomy. Not a single glacier to lend its charm or beauty. So stingy is this great hulk that it feeds only two or three little streams, or rivuleks or creeks, which the grandlioguent natives call rivers. The starved Arkan-sas and Platte Rivers can get hardly enough sustenance hereabouts to begin their journey to the sea.

But to return to the "cog-wheel route," the paintial route of luxury which goes in 90 minutes where Captain Pike's pluck and energy could not reach. Luxury has been described as discomfort newly devised. Such was the luxury of the climb of Pike's Peak. The Oregon man had climbed high mountains afoot and he prefers that method of scaling peaks. But since he had paid his \$5 he was bound to get the worth of his money.

All the way up Oregon was looking for the beginning of that "sunshine on top." All the way up he looked in vain. Places of "superb natural beauty" were strung all along the route under poetic names, such as "Shady Springs," "Echo Falls," "Minnehaha Falls," "Pinnacle Rocks" and "Inspiration Point." Evidently the came from somewhere else.

If all these charms, thus adorned with verblage, were put into a figurative bun-dle and tossed into the spiendid spectra of Mount Hood's great crevasse, they would never be noticed in the competi-tion. Once or twice the vell lifted from the world for a peep below, but upon no such region as feels the warmth of Orcgon verdure,

They came the summit. Sun enough-

the sun was shining-behind the clouds. There passed a dreary time. The Ore-gon man found a telegraph office, a restaurant, a curlo store and an observa tory. In the restaurant he found a China man, the highest-toned in the world, he learned. The food had a high Chinese ravor, and the price of a meal-well, that was away up in the air. In the curio store were lots of high-priced gewgaws and kickshaws, which women sometimes buy when the altitude makes them sillier

plece as many as 50 heads will grow. The best season for beginning the war on this-tles is in June. Plow the land and then plow again every few weeks until well into the Fall, the object being to destroy the young growth as fast as it appears, as any plant must succumb if deprived of forming leaves, as plants/breathe through the agency of the leaves. Another plan is to allow them to grow until the plants are just high enough to mow and then run the mower over the field, repeating the

work as fast as the plants appear. As the farmer may prefer to utilize the land, he can plow the land and plant it to potatoes. If he will then give the po-tato crop frequent cultivation he will de-stroy many of the thistles and the potatoes will pay for the labor. It may not be possible to subdue the thistles the first year, but if the work is well done

the thistles may be completely destroyed the second year, when the ground should be plowed in the Spring and a crop of early cabbages grown, removing the cab-bage crop and broadcasting the land, after plowing and harrowing, with Hungar ian grass seed. As the Hungarian grass grows rapidly and may be mowed once a

onth, it gives the thistles but little chance, while the previous cultivation of the cabbage crop will have greatly reduced the thistles in number. The point is to keep the thistles cut down from July to frost, after which they will be under control The roadsides must also be carefully at-

tended to, for it is on the uncultivated roadside that weeds are neglected and hence are protected. Neighbors should also work harmoniously in the destruc-tion of weeds, as frequently some negligent farmer injures the entire community by producing the seeds of weeds which are carried by the winds over a large area. Weeds may also be carried long dis-tances on the tops of railroad cars or by water; in fact, there are so many modes of distribution that it is almost impossible for any farmer to escape the nuisance of weeds; but all farmers can prevent

ther spread, and in protecting his neigh-bor he also protects himself. The Canada thistle is not so great a nulsance as many suppose if farmers will determine to com

The President's Popular Strength. Topeka Journal.

A Chief Magistrate who speaks out as the President speaks out his admiration for the personal traits of men intimately associated with him in the work of the Government appeals strongly to instinct-ive human feelings and sympathies. Mr.

but its spread.

Roosevelt is a man who, holding the most exalted position in the land, has not al-jowed his individuality to be swallowed up or eclipsed by his office, which is to say that he is bigger than his office. It is Roosevelt the intensely human man who excites the admiration of the country rather than Roosevelt the President. The distinction is politically important because it involves the popular condoning of mistakes and errors of judgment as President which are always points of at-

tack in politics, and are sometimes fatal. There has never been a President who could as safely for his own political future make mistakes of judgment as Presi-dent Roosevelt. The people are willing to make large allowances when they have the good fortune to find in the highest executive office a man of the stamp of the present Chief Magistrate.

Five balls, says a baseball fan, will usually last out a game.

Belen, from Antwerp. General Meilinei, from Antwerp. General Meilinei, from Cardiff. Anne de Bretagne, from Cardiff. Margeret Dollfus, from Cardiff. Margeret Dollfus, from Cardiff. Margeret Dollfus, from Gardiff. Margenet Dollfus, from Gardiff. Margenet Dollfus, from Havre. Margechal Davout, from Hauburg. Canrobert, from Hamburg. Eugenie Fautril, from Hamburg. Eliarritz, from Hobart. Eduard Detail, from London. Duc d' Aunale, from London. Duc d' Aunale, from Madagascar. La Fayette, from Nantes. Brean, from Newenstle, E. Emperor Menelick, Newcastle, E. Emperor Menelick, Newcastle, E. Commandant Marchand, Newcast, E. Du Coedic, from nitrate ports. Socoa, from Swansea. Marechal de Villers, from Swansea. Marechal de Turenne, from Swansea. Marechal de Sonis, from Gwansea. Marechal de Gontaut, from Swansea. De Tour de Auvergene, from Swansea. Le Tour de Auvergene, from Swansea. Marechal de Gontaut, from Mauritius Marechal de Swansea. Conti Bart, from Swansea. Barton Swansea. Bart from Maurechal de Swansea. Ba

1,471 1,819 Total tons, 50 ships 85 100 Twelve of these ships have already oaded at Portland in past seasons and 12 of them are new vessels now making their first trips.

NEW LUMBER-CARRIER.

Barkentine Will Come to Portland for a Cargo for the Orient.

The Pacific Export Lumber Company has added the new barkentine Amazon to its list of lumber-carriers. She is one of the latest additions to the Coast-built raft, that are putting the tramp steamers and old-style square-riggers out of the Pacific Coast lumber trade. She registers but 1100 tons net, and has a ca-pacity of nearly 1,500,000 feet, or about as such is the old-style square-rigger of

twice the tonnage could get away with. The Amazon has just arrived at Shapghal with a cargo of lumber from Port Hadlock. As soon as this cargo is dis-charged, she will come across the Pacific in ballast. The Amarinth, under charter to the same company, will reach Portland the latter part of the month, and the Forest Home, which is also one of the Pacific Export Lumber Company's fleet, whi come here from San Francisco about the same time.

Mr. Wheelwright is patriotic and philanthropic. By supplanting his former big fleet of foreign steamers with Ameri-By supplanting his can craft, he is aiding in the restoration of the American flag to the high seas and at the same time is releasing a number of large tramp steamers which are now knocking around the world low-ering grain freights, and thus helping the honest farmer.

ONE OF THE CREW KILLED. Big Fall River Liner Priscilla in a

Collision. NEWPORT, R. L. July 5 .- The Fall River Line steamer Priscilla is at her pler in this city with a big hole in her port bow. One of her crew is dead and wedged in by wreckage so that his body will be extricated only with great diffi-culty. The wreck is the result of a col-lision with the Merchants' & Miners' Transportation Company's steamer Pownatian, in Narragansett Bay, last night. The Priscilla was bound out for New York. It was very foggy at the time and she was proceeding slowly. Off Point Judith another steamer struck her on the port bow, cutting a hole which ran down below the water line. Finding herself seriously damaged, the Priscilla whistled for assistance, and soon afterwards tugs arrived and she was towed back to her dock in this city. The cause of the acci-

dent has not been learned. PROVIDENCE, R. L. July 9.-The steamer Powhattan, Captain Hudgens, from Baltimore, via Norfolk, for this port, arrived here this afternoon and re- | dend.

is expected to reach Falmouth in about 20 days.

American Buys Steam Yacht. NEW YORK, July 3.-F. W. Sykes, of Leith, Scotland, has sold to William L. Harkness, of Cloveland, O., a member of the New York Yacht Club, the British steam yacht Gunilda, which is now being refitted at Southampton, England, for the trip across the Atlantic

Off for the Antarctic.

LONDON, July 9 .- The Antarctic steam er Morning, purchased by the Royal Geo-graphical Society as a relief ship, sailed this afternoon for Victoria Land.

Domestic and Foreign Ports.

ASTORIA, July 9 .- Sailed at noon-Steame Santa Barbara, for San Fedro: steamer El-more, for Tillamook, Arrived at 6 P. M.-Steamer Geo. W. Elder, from San Francisco. Condition of the bar at 5 P. M., amooth; wind thucet: weather ch

New York, July 9.-Arrived-Laurentian, from Glargow.

Hoquiam, Wash., July 5 .- Arrived-Steamer the recent trouble in Leithbridge district Brace Dollar, from San Francisco for Hofrom American cattle straying acro quiam.

Liverpool, July 9. - Arrived - Westernland, that a wire fence will be constructed for from Philadelphia. Queenstown, July 0.-Arrived-Majestic, from New York. Sailed-Inversa, from Liverpool for about 100 miles along the boundary be tween Montana and the Canadian side.

Southampton, July 9 .- Salled-Bremen, from Bremen for New York, via Cherbourg. New York, July B.-Sailed-Philadelphia, for

southampton. Tacoma, July 0 .- Sailed-Steamer Spokane for Seattle; steamer Mackinaw, for San Fran

Seattle, July 9 .- Sailed-U. S. S. Warren, fo Alaska; steamer Bonits, for Alaska. Arrived-Steamer Sookane, from Sitks; steamer Santa Ana, from Valdes; steamer Conomaugh, from Nome; steamer Umatilla, from San Francisco. San Francisco, July B.-Arrived-Columbia. from Portland; steamer Litania, from Nanai mo; steamer Mandalay, from Bandon; steamer Arcata, from Coos Bay; schooner Pearl, from Sanak; schooner Lizzle Prien, from Coquilie River. Sailed-Schooner Western Home, for

Coquille River: schooner Berwick, for Coquille; schooner Coquille, for Coquille; schooner Liz-zie Vance, for Portland; steamer Chehalis, for Gray's Harbor.

Hong Kong, July 8.-Arrived-Empress of Japan, from Vancouver, via Tokohama, Hiogo and Shanghai. Yokohama, July 4.-Sailed-Empress of India,

from Hong Kong, Shanghai and Hiogo for Van-

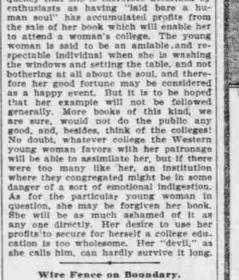
Freight Shipments via Galveston.

NEW YORK, July 2.-A change in reight traffic announced as in contemplation by the Southern Pacific Railroad some time ago will take effect August 2, according to the Journal of Commerce. After that date through freight destined for Texas and California points, as well as for ints on the Mexican line of the South-Get It ern Pacific, will be sent by steamship to Galveston, instead of New Orleans, thereby saving some 250 miles of rall transpor-tation, or a part of it, between New Or-leans and Houston. A large part of the extensive improvements begun two years ago to provide ample terminal facilities at Galveston are now completed.

Morgan Will Take L. & N.

NEW YORK, July 9 .- It was stated today by authority that J. P. Morgan & Co. will exercise their option on the Louis-ville & Nashville stock owned by John W. Gates and Edwin Hawley. Collateral trust 4 per cent bonds will be issued to take up the stock. The directors of the Louisville & Nashville road today declared the regular 2 per cent gent-annual divibottle, lasts one month. For sale Frank Nau. Portland Hotel Pharmacy.

Dr. Radway's Pills, purely vegetable, mild and re-



OTTAWA, Ont., July 9 .- As a result of

indary line into Canada, it is stated

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3 11 Health and Disease as illustrated in the Scalp., Fig. 1 shows a section of a healthy hair magnified. Fig. 2 shows the deadly effect of the DANDRUFF GERMS that are destroying the hair root. Destroy the cause you remove the effect. No Dandruff, no Falling Mair; no Baldness, if you kill the germ with NEWBRO'S HERPICIDE. For Sale by all Druggists. Price \$1.00. International Contraction C. GEE WO, The Great Chinese Doctor Is called great be-cause his wonderful cures are so well known throughout known throughout the United States, and because so many

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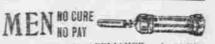
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