IT'S UP TO PORTLAND

Opportunity to Get Big Alaska Trade.

PROPOSAL OF THE NOME MINERS

Chance That Looks Like an Excellent One Will Be Discussed by the Chamber of Commerce.

Opportunity is up to Portland to get into the Alaska trade. It will cost your city not one cent. We make a bona fide offer to your business men, and we put up the money ourselves. Yes, we expect to profit ourselves by the venture. By putting the right foot forward and lending us a hand, Portland can profit also. All we ask of your city is its moral support and influence.

Such were the words yesterday of J. P. Rudd, secretary of the Alaska Miners' Transportation Association of Nome. His proposition seems to the officers of the Chamber of Commerce and Board of Trade to be a likely one and these bodies will enter into extensive consideration of it.

The purpose of the association of miners whom Mr. Rudd represents is purely and simply this: To resist the exactions and extortions of the steamship companies doing business between Puget Sound and Nome. "We don't like the way the companies have treated us," said Mr. Rudd. "Their rates have been arbitrary and unreasonable. When traffic has been rushing they have cinched us by raising freight and passenger charges with the sole purpose of making out of the business, not what was reasonable, but what the traffic would bear. But our traffic will bear them no longer. Five hundred miners of our association will come southward this Autumn. But the steamship companies will not rob them of their savings as heretofore. The men are determined about this."

Mr. Rudd asks Portland to help him get a steamship, nothing more. "We could use a vessel of even 2000 tons carrying capacity," said he, "with accommodations for between 800 and 1000 passengers. In fact we could swing any number of passengers." He submits two proposals to the owners of steamships: First to put a cash guarantee of $50,000, with an assurance of at least 500 passengers at $10 each, the said $10,000 and the additional $10 per pasenger to constitute the charter price of the ship; or, second, to make a flat cash offer of $20,000, this money to be deposited in the Bank of Nome. Under the first proposal, the owners of the vessel would use all available freight space for their own profit and charterers would turn into their pockets the proceeds from passenger transportation charges. Of course the charterers would make whatever passenger rates they deemed advisable. It is evident they would realize a handsome saving of money under regular rates. The fare between Nome and Seattle is now $50, but it stands a good chance to go up soon, because it always does when traffic begins to rush.

In view of the existing repressed condition of steamship freights, it would seem to be easy to secure a vessel. But Mr. Rudd does not find it so. Established transportation lines have large vessels pretty well corralled, he says. "It is manifestly against their interests to let any independent enterprise, such as the one proposed, into their field of business, so that they will move heaven and earth to keep out interlopers.

"Freight rates are now $50 a ton," remarked Mr. Rudd. "They have been as high as $75. Passenger fares are now $50. They have been $175. The rule has been to jack up rates at each end of the season and to let them sag in the middle.

"Not less than 5000 men will come south this Fall, from Nome. If we had a steamer that would carry 3000 of them we could load her up. They are all tired of being plucked. Our association is in the field to get reasonable rates."

According to Mr. Rudd's own admission, he is not in the present enterprise for sentiment, but for business. Portland's jobbing facilities are far ahead of Seattle's, he declares, and Nome merchants can save at least 10 per cent in dealing with this city instead of with Seattle. On account of the monopoly established lines have over the route from Seattle, Mr. Rudd has to look to Victoria, San Francisco or Portland. Import duties throw Victoria off the list, and distance does likewise with San Francisco. Therefore Portland is the natural harbor for the enterprise. Seattle is off the map of the new project, because of the treatment that city has offered it. Mr. Rudd submitted his proposal to the Seattle Chamber of Commerce. That body saw how it imperilled vested rights and the Seattle dynasty of profit kings, and therefore turned it down.

"Portland has a chance now to put an entering wedge into the northern trade," insisted Mr. Rudd. "You have been waiting for this chance. The opportunity thus offered will multiply upon you if it is fostered. We can bring Alaska business to your city yet this year, and it will return to you next year and the next after, in steadily increasing ratio. The 500 or 1000 men who come down from Nome through your city will go back next Spring with three or four times as many, through the same avenue. We shall have a steamship of our own, not long hence, for we are organized for that purpose. Then we shall cast our favors where we are well received."

In order to compete with the vessels now on the route, the ship chartered would have to have complete passenger accommodations and be more than a steam schooner.

The Board of Trade will discuss the subject at its meeting Monday evening. Mr. Rudd had a conference with the O. R. & N. yesterday, but that company had no available ship. He will return immediately to Nome, as the season is getting late. He said that he had come with the purpose of getting a ship, and would get one before he went back. He will have further conference with the Board of Trade today.

The plan of the Board of Trade to establish a steamship line to Alaska would be aided by the enterprise now in hand. A committee of the board has been working steadily for some time. It thought at first it could run a steamer yet this year, but that intention has been given up. Now things are working for a steamship line to begin operations next Spring. There is plenty of time ahead in which to accomplish all preliminaries. Local capital will be interested in the project. Arrangements are already under way for establishing agencies in the north.

STUDENTS FROM JAPAN.

In Charge of a Tutor, They Are Studying Our Methods.

Among the tourists now in the city is a party of Japanese students, who are looking over the Pacific Coast country. The party, which is in charge of Professor S. Katahira, of Okayama, is the first of its kind that ever visited the United States from Japan. M. Yamadi, who is business manager of the party, speaks English fluently, and appreciates the importance of American education for his fellow-countrymen. When seen last evening he said: "The principal object of our visit is to examine the institutions of higher learning on the Pacific Coast. Many of our young men are educated in France, Germany and England, but during recent years the United States has attracted many who desire to follow technical courses and study the professions. We are highly pleased with Portland and the Puget Sound country. From here we expect to go to California, to inspect the two great universities at Berkeley and Stanford. After touring California we shall return to Japan. It is possible that some of our party will return to the United States for the liberal instruction offered by your colleges and professional schools."

The party consists of about 15 Japanese boys, all of whom are intelligent looking young fellows. They are guests at the Perkins Hotel. Yesterday they visited Oregon City, where they went through the paper mills. Today they expect to go to Cascade Locks. Last evening many Japanese residents of Portland called on the visitors, who are delighted with the city and its people.

LARGEST ON THE COAST.

New Tank Built by the Portland Gas Company.

The large tank of the Portland Gas Company, situated on the corner of Thirteenth and Davis streets, has been entirely rebuilt during the past few weeks and now has double its former capacity besides having a vastly better outside appearance. The work has been in the hands of a Cincinnati firm which makes a specialty of gas work.

The old tank was about 82 feet high and 110 feet in diameter, and when it was up to its full height had a capacity of 300,000 cubic feet. It was supported by a number of dirty yellow pillars, about 15 inches thick, and these combined with several other disagreeable features of the tank made a rather poor sight for the neighborhood.

The contract was let to the Eastern firm, and they immediately sent a force of men West to commence operations. The old pillars were completely removed and in their places was erected a steel support for the tank, 80 feet high, and composed of small but strong girders and rods. This support is in four sections, each having a height of 20 feet, and is far superior to the old one in every respect. The height of the tank was increased to 26 feet, and after a new tank of the same size was made in the East and shipped out here, the two were fitted together by means of a "telescope" joint, so that the total height when full will be full 72 feet.

This "telescope" joint permits the tank to operate precisely similar to a telescope, so that when it is empty the two sections sink out of sight in the ground. The joint is filled with water, and when the tank rises all possible means of escape for the gas is cut off, for there is 15 inches of Bull Run between it and the outside air.

The masonry work around the base of the tank on which the support stands was built up 10 feet to suit the new conditions, making the complete new structure over twice as high as the old. It will be the largest of any on the coast, and over 20 feet higher than the one at the foot of Everett street, which has heretofore been considered a pretty good-sized affair itself. As it stands today, the tank holds over 675,000 cubic feet, and it will be but a matter of a few days before it will have been entirely repainted and ready for use.

TITLE TO RIVER WATER.

Government Wants to Know Who Owns It at Willamette Falls.

The new river and harbor act provides that there shall be organized in the office of the Chief of Engineers a board of five engineer officers, "to whom shall be referred for consideration and recommendation all reports upon examination and surveys provided for by Congress, and all projects or changes in projects for works of river and harbor improvement heretofore or hereafter provided for. And the board shall submit to the Chief of Engineers recommendations as to the desirability of commencing or continuing any and all improvements upon which reports are required."

The act also provides that the Secretary of War shall cause a preliminary examination to be made of the canal and locks at Oregon City, the report on which shall be reviewed by the board of engineers previously referred to. The language of the act relative to the Oregon City canal is as follows:

"The Secretary of War is hereby authorized and directed to ascertain, through a board of engineers or otherwise, and report to the House, whether either the acquisition of the present canal and locks at Willamette Falls, Oregon, or a construction of new canal and locks by the United States Government, and their operation for the exclusive benefit of the navigation of said river, would, by withdrawing the water of the Willamette River from the channels in which they have been accustomed to flow, or otherwise, injure in a material manner the operations of the manufacturing enterprises now in operation or contemplated at the falls of the Willamette River. Also to ascertain, through the Department or Justice, or otherwise, and report to Congress, whether the Portland General Electric Company, of Oregon, by virtue of its ownership of certain real property at Willamette Falls, in the Willamette River, Oregon, has a legal, valid and existing right and title, as against the United States, for the full, free and continued use of the waters of the Willamette River for the use of the manufacturing enterprises now located on their property, whether such water is needed for navigation or not, and if so, what method would be necessary on the part of the United States Government to acquire title to such water for the purpose of navigation, and the measure of damage it must pay to such company."

DAILY CITY STATISTICS.

Building Permits.

R. C. Brooks, one-story cottage, East Davis, between East Twenty-eighth and East Twenty-ninth; $1200.

F. A. Worthington, two-story dwelling, corner East Twelfth and East Yamhill; $2500.

F. Bell, one-story cottage, Stanton, between Union and Rodney avenues; $1200.

Charles Inglefield, repairs, Powell, between East Seventeenth and East Eighteenth; $200.

Thomas H. Barnett, excavation, southeast corner of Park and Morrison streets; $500.

Lee Long, repairs, Second, between Alder and Washington; $250.

J. Fritschle, barn, corner Water and Woods; $200.

J. C. Ainsworth, repairs, Third, between Oak and Pine; $1800.

Theo. Nolf, store, northwest corner of East Thirteenth and Umatilla; $1400.

J. W. Hickman, two-story dwelling, Second, between Sherman and Caruthers; $2500.

Justin Wastrand, 1½-story dwelling, East Main, between East Twenty-third and East Twenty-fourth; $1800.

Mrs. Flora Dill, 1½-story dwelling, East Tenth, between Skidmore and Shaver; $500.

M. J. Driscoll, repairs, Pine, between Fourth and Fifth; $150.

W. H. Fayle, two-story dwelling; $2800.

Isaac Hill, two-story dwelling, Schuyler, between Nineteenth and Twenty-first; $2100.

Contagious Diseases.

Letitia Morrin, 528 East Eighteenth street; measles.

Mrs. Jones, Jefferson and Stout streets; smallpox.

Marriage Licenses.

E. C. Williams, aged 26; Florence M. Arnold, 21.

J. J. Cunningham, —; Carrie B. Locke, 26.

A. L. Tibbetts, aged 26; Addie L. Russell, 22.

Births.

July 23, girl to the wife of L. L. Smith, 209 Porter street.

July 21, girl to the wife of W. T. Buchman, 324 Wheeler street.

July 20, boy to the wife of W. A. Salisbury, Algora, Ia.

Death.

July 28, Margaret L. Keene, 6 months, 185 Sherman street; tubercular trouble.

INJURED BY A PLANER

FLYING STICK NEARLY TAKES AN OPERATIVE'S LIFE.

Madison-Street Bridge Will Soon Be Ready for Travel—Affairs of the East Side.

John Mooney, employed in the Frank Schmitt Company's planing mill, on East Eighth and East Taylor streets, was seriously injured and narrowly escaped instant death yesterday forenoon while operating a planer. He was struck on the left shoulder with a small stick which he was passing through the planer, with such terrific force that the collar-bone was shattered and his back injured.

The stick Mooney was struck with was only about an inch wide by three-quarters of an inch thick, and yet it was hurled with such force that his neck would have been broken had it struck a few inches higher. He was passing two sticks through the machine, one being a little thinner than the other. The instant the thin piece came into contact with the whirling knives of the planer it was hurled out with the force of a bullet from a gun. Dr. Chambers was sent for, but before the physician could reach the factory a large ridge had risen on his back. At first the full extent of the injury could not be determined, but subsequent examination showed that the lung had not been penetrated. The bones of the shoulder were found badly shattered, and Mooney will be laid up for some time. Mooney was removed to his home near the Clinton Kelly Schoolhouse.

TEAMS MAY CROSS IN TEN DAYS.

Madison Bridge Now Ready, but Roadway Is Not Finished.

Teams may cross on the Madison-street bridge within 10 days, provided material to complete the six-foot additions on each side of the roadway built by the electric railway company on Hawthorne avenue between East First and East Water streets is furnished. Work was started on these extensions by the city several days ago, but there is now delay in getting lumber. Only one load was received yesterday. With a full crew of men and an abundance of material these extensions should be built in four or five days, but it will evidently take a much longer time, owing to the dribbling method of delivering material.

On the Madison bridge the work is so near completion that teams could now be crossing if the City Council had taken hold with the same promptness and vigor that the county did. Only on the south side a portion of the sidewalk remains to be finished, but this would not prevent teams from using the bridge if there were any way to get from the approach to East First street.

Between the two spans that were destroyed in the recent fire the deck and superstructure are what they will be when the trusses shall have been substituted for the piles which now support the spans. The timbers and iron rods will be put up and the supporting piles will be pulled out. The pressure on the other bridges, especially Morrison bridge, since the closing of Madison, has been very great. On Morrison special precautions have been necessary in handling the great travel. So far only a few minor accidents have happened, but the bridge has been overloaded. It will be a great relief to the public when travel across the river can again be divided up among all the bridges.

FIRE IN CYCLE PARK.

Tract Is Being Cleared—Furniture Factory Not in Danger.

A great volume of spoke pouring upward in the neighborhood of the Doernbecher furniture factory, on East Twenty-eighth street and Sullivan's Gulch, yesterday forenoon caused the report that the factory buildings were burning. The fire was caused by burning brush in Cycle Park, in which the Claire Fitch tragedy took place. This tract has been covered with a heavy growth of brush and some trees. It is now being cleared by the owners, the Title Guaranty & Trust Company, and will be platted for residence purposes.

The fire caused considerable apprehension in the neighborhood, but it was held in check. District Engineer Holden also went to the park and saw that there was no danger. The firemen are glad that the tract is being cleared of brush, as it has caused them much trouble in the past in preventing fires started there from spreading to surrounding property.

DR. CLINE AT LA GRANDE.

Appointed Pastor of the Methodist Church There.

Rev. Cullen E. Cline, D. D., of Portland, has just been appointed pastor of the La Grande Methodist Church to fill the unexpired term of the late Rev. Mr. Millar, who died in Portland recently from appendicitis. Rev. Earl Cranston, resident bishop, made the appointment. Mr. Cline left in time to preach Sunday for the first time. The appointment lasts till the conference controlling the La Grande charge convenes, which will be some time in September.

Dr. Cline has not been in active service for some time, at his request receiving only a nominal appointment from the annual conference. He is a man of attainments and force as a speaker. Recently he served a term as president of the Portland Methodist Ministerial Association.

DR. SURMAN WILL REBUILD.

Three-Story Brick on Hawthorne Avenue Will Be Restored.

Dr. Surman will have his brick building on the corner of East First street and Hawthorne avenue rebuilt. That portion of the old walls not damaged in the late fire will be permitted to stand and become part of the new structure. It is the second time this brick has passed through the fire. Probably one-third of the standing walls will be used in the building.

The warehouse of the Standard Oil Company on East First and East Main streets is almost finished. It has been rebuilt on the old lines. Work on the foundation of the first building of the Phoenix Iron Works on its new grounds on East Third, between East Clay street and Hawthorne avenue, has been started. These are the only buildings that have been started in the fire-swept district, although there are others projected. When teams are permitted to cross Madison bridge there will be renewed activity in the district.

East Oak-Street Improvement.

A petition with the signatures of a majority of the property-owners, asking for the improvement of East Oak street, between East Third and East Twelfth streets, has been sent to the City Council, but no action has yet been taken on it. It will probably come up in its regular order. The residents on the street are very anxious for prompt action. There are two disrupted and dangerous roadways on this street that are a disgrace to the city. It will be a good thing to have them rebuilt and out of the way.

Engineer Reising Injured.

John Reising, engineer for Frank Schmitt Company's planer, on East Eighth and East Taylor streets, fell from a ladder Monday and was severely injured on his side. He will be laid up for some time.

Switchboard for No. 3.

District Engineer Holden, of the East Side branch of the fire department, yesterday finished a handsome oak switchboard for Engine Company No. 3. It is the fourth board of the kind that Mr. Holden has built, and all have shown excellent workmanship. This one for No. 3 is five feet square, inside measurement, and built of oak. It stands with the top ornamental piece 7 feet 9 inches high. He commenced work on this switchboard last Tuesday. The usual cost of such a board is $55.

Will Take Vacation.

Rev. J. J. Staub, pastor of the Sunnyside Congregational Church, and family will leave for their cottage at Seaside next week, where they will spend the month of August. Next Sunday Mr. Staub will preach a sermon appropriate to the 10th anniversary of his pastorate at Sunnyside. During his absence his pulpit will be occupied as follows: First and fourth Sundays, Rev. D. G. Gray; second Sunday, Rev. H. M. Smith; third Sunday, Rev. F. F. Clapp, Forest Grove.

East Side Notes.

Rev. W. B. Hollingshead, pastor of Centenary Methodist Church, has gone to Hood River to remain during the week. He will return Saturday for Sunday services.

Harley McDonald died at St. Vincent's Hospital yesterday. He has a son living At Mount Tabor. He was 77 years old, and was a pioneer. The body will be sent to Forest Grove for interment.

At 6 o'clock yesterday morning 20 young women from the Troy Laundry took a swim in the Portland Free Baths. They were invited to come by Mrs. Edward Holman, and suits were furnished them.

George S. Linville, Jr., of the East Side, who has been connected with the United States marine service, has returned to San Francisco from Panama. He has been in this service for the past year, and the present is the first time he has been ashore for any length of time.

ILLUSTRATION OF O. R. & N. TRACK IMPROVEMENT.

Photo by Gifford.

This scene is near Viento. The track at the left, winding around the bluff and reappearing in the far distance, is the old one. The easier curvature on the lower grade appears at the right.

MRS. HELMBOLD MARRIED

Senator Mitchell's Daughter Weds New York Lawyer.

Mrs. Margaret Mitchell Helmbold, the eldest daughter of United States Senator John H. Mitchell, of Oregon, was quietly married at St. Paul's church on the morning of July 21 to Francis Hoyt Griffin, an attorney, of New York.

Senator Mitchell gave the bride away. Rev. Dr. Harding officiated. Mr. Norman Griffin, a brother of the groom, was best man. The Misses Handy, sisters-in-law of the bride, were present at the ceremony. Mr. and Mrs. Griffin went North to make a trip through Nova Scotia on the honeymoon.

The first husband of the bride was Mr. Handy, son of a well-known Washington family. He died in that city. Her second husband, Mr. Helmbold, of this city, lived but a short time after their marriage.

Her two sons, the Handy boys, who are still at school, are in Europe with their aunt, the Comtesse de Rochefoucauld, formerly Miss Mattie Mitchell. She has not been in this country since her marriage, which took place in Paris. She is devoted to her nephews and of late years has had them with her or supervised their education.

Brewery in Hands of Receiver.

NEW YORK, July 29.—The Malcolm Brewing Company, of Brooklyn, was today placed in the hands of receivers by Justice Dickey, of the Supreme Court, on judgments aggregating $73,000. It is alleged that the conversion of funds and goods by an ex-officer of the concern brought about the difficulty. The company has assets of $755,000 and liabilities amounting to nearly $800,000.

Hurt at Chicago Fire.

CHICAGO, July 29.—Several persons were injured in a fire here today that damaged the twine warehouse of the McCormick Harvesting Machine Company at Blue Island and Western avenues to the extent of $75,000. The fire was a smoldering one, with much smoke, and gave the firemen a hard fight. It is not thought any one was fatally hurt.

Mrs. Stoddard Critically Ill.

NEW YORK, July 29.—Mrs. Elizabeth Drew Barstow Stoddard, wife of the poet, Richard Henry Stoddard, is critically ill at her home in this city. She was taken ill with influenza three weeks ago, since which time she was grown steadily worse. Mrs. Stoddard is well known as a writer.

EXCURSION RATES TO SALT LAKE CITY.

For the Elks' convention at Salt Lake, August 12-14, the O. R. & N. will sell 30-day round-trip tickets at rate of $29 60; for return through San Francisco via rail or steamer, $44. Tickets on sale August 9 and 10. Call at O. R. & N. office, Third and Washington, for further information.

PORTLAND-CHICAGO.

Seventy hours and thirty minutes (70½) is the time of the "Chicago-Portland Special" from Portland to Chicago. Leaves Portland every day at 9 A. M. Ticket office Third and Washington, O. R. & N. Co.

HE SOLD DISEASED HOGS

AND, THEREFORE, E. DIMBLATT WAS FINED $40.

Case in the Municipal Court Which Is of Interest to People Who Eat Pork.

Hogs, and the signs which indicate when they are unfit for human food, formed the principal topics for discussion in a case heard yesterday before Municipal Judge Hogue, when E. Dimblatt, a dealer in hogs, and having his ranch near Hillsdale, was charged with exposing for sale and offering for sale and delivering for human food certain tainted, diseased and bad meat—the carcasses of two diseased hogs. The evidence showed that Dimblatt's son had left the hogs complained of at Nash Bros.' butcher shop, 45½ Sixth street. Dimblatt was found guilty and was fined $40. The evidence also showed that disease has recently broken out among hogs in and around ranches at Hillsdale, and that for some unknown reason there are few hogs in that locality at the present time.

Dr. H. R. Biersdorf, who swore out the warrant against Dimblatt, testified that he visited Nash Bros.' place July 23 and found two hogs there that were unfit for human food. "The hogs were on a shelf when I first saw them," proceeded the witness. "The glands on the neck were enlarged, and the hogs must have had high fever when they were killed. From the indications I saw in these hogs, I should say that they had either suffered from hog cholera or swine plague. They were unfit for human food, and persons eating them would be apt to contract typhoid fever. The hogs were also in poor physical condition, and one was very lean. These conditions must have been visible before they were killed. The two hogs were taken to the City Crematory and destroyed."

Dr. E. N. Hutchinson, veterinarian for the United States Local Bureau of Animal Industry, stated he had examined the hogs complained of, and was sure the hogs had suffered from what is known as swine plague. "They were in a weak, flabby condition," said he. "There were about 100 postules on the skin, outside, visible to the naked eye, and the muscles were too easily separated. The symptoms were that the animals had suffered from a blood poison disease. The result would have been, if people had eaten the flesh of these hogs, they would have suffered from headaches, nausea and other more serious diseases." Here the witness gave a minute description of the hogs, showing that from the appearance of the flesh, it was unfit for human food. "I have been connected with the United States Bureau of Animal Industry in this city for five years," went on the witness, "and I inspect shipments of stock for the inter-state trade. I should imagine that the two hogs complained of were sick from six to 10 days before they were killed."

Joseph Nash testified that he was a partner in the firm of Nash Bros., butchers. "I got five hogs from Mr. Dimblatt July 23," stated the witness. "I told him that I wanted to buy hogs, and he said he had a few left, but that they were pretty thin, hardly fit for market. When I came to my shop in the morning I found five hogs hanging outside. I supposed they were from Dimblatt, but I do not know who left them at my place. Three of the hogs were fit for food, but the two now complained of I placed in the back room, as I would not sell them for food—they were too poor. When Dimblatt came later in the day, I told him that the officers had been there before him, and he admitted that the two hogs were too poor for the block. He told me to give the two hogs to the boneman, if he did not come back for them."

"What became of the other three hogs?" queried Deputy City Attorney Fitzgerald.

"I sold them," admitted Nash. They were fit for food. They cost me 7 cents per pound. I paid nothing for the two hogs complained of."

"Do your business books show what the hogs cost you?"

"It was a cash transaction, and I did not make the entry in my books. My opinion is that the two hogs complained of had not suffered from hog cholera, but from starvation. That was all that was wrong with them. I saw no postules on the skin. The hogs were pure."

Dr. McLean, State Veterinarian, testified that he had examined hogs owned by Dimblatt, at Hillsdale, July 11, and found the hogs to be all right. "I punched the hogs," went on the witness, "and they did not appear to be suffering from lung trouble. When I punched them they did not cough, as they would have done had they suffered from lung trouble. They squealed in a healthy way and went and ate. Dimblatt had about 100 hogs in the drove. I did not see any postules on the skin. All the hogs looked very spry—they gave a good, loud grunt."

"Have you heard that there has been trouble among hogs around Hillsdale lately, and that numbers of them have been killed and burned by their owners?" asked Mr. Fitzgerald.

"No; I have not."

"You have at least heard that hogs have disappeared around Hillsdale?"

"Yes."

Dimblatt, the defendant, was cross-examined at length. He stated he had only six hogs left when Nash gave his order. "My son killed five of the hogs and took them to Nash's place," continued the witness. "The hogs were thin; that was all. They did not suffer from lung trouble. The reason that we did not kill the sixth hog was that he was too thin. I charged Nash 7 cents per pound for the three hogs, but the two hogs complained of were not sold to him. They were sent to the bone yard, and I expected to get what the bone yard people paid for them. On the day I sold the three hogs to Nash I sold a lot of hogs at 5¾ cents per pound to the stockyards people. I have not burned any of my hogs this month."

"How many hogs do you have now?"

"One."

"That is strange; is it not?"

"Business is not good in the hog market just now," replied the witness, smoothly.

The Nebraska Earthquake.

OMAHA, July 29.—Reports today from points in Northern and Western Nebraska indicate that yesterday's earthquake was more general than at first reported, and quite severe in some places. At Oakdale building were shaken perceptibly, and at Battle Creek the disturbance lasted half a minute. Tilden, Norfolk, Creighton, Plainview, Pierce and Niligh report shocks lasting 20 seconds, and at Elgin three distinct quakes were felt. At none of these towns, however, was there any serious damage, the breaking of windows, dishes and cracking of plaster being the extent of the destruction.

Stoned to Death.

SANTA FE, N. M., July 29.—Alejandro Seba was stoned to death last night by Luis Romero and relatives. Romero had left his house to be gone five days, but returned before the period had expired, and found Seba in company with his (Romero's) wife. Romero reported the murder to the authorities and gave himself up. Seba's body was dragged 300 yards through wire fences and over stones to his own home.

Murder Epidemic at Tucson.

TUCSON, Ariz., July 29.—Tucson is going through an epidemic of murder. Three foul murders have taken place here in less than three weeks' time. On the day set for the funeral of Officer Katzenstein, who was shot down at his post of duty by a drunken Mexican, another brutal murder occurred. Late last night Vicente Arena, one of the best Spanish citizens of Tucson, was held up while on his way home by a gang of five Mexicans, and cruelly beaten to death. Three of the assassins were captured today, and are now in jail. The other two, it is believed, have crossed the Mexican line.

Saloon-Keeper Responsible.

ST. LOUIS, July 29.—According to a decision of the United States Circuit Court of Appeals, which affirmed the judgment for plaintiffs of the Federal Court of Nebraska, a saloon-keeper may be held responsible for the death of a patron of his place in the event that death occurs from an accident resulting from the inebriated condition of the patron. The suit was filed by the widow and daughter of Charles Walker against John Moser and others engaged in the saloon business at Ashland, Neb. Plaintiffs charge that Charles Walker on February 9, 1900, drank intoxicants to excess at Moser's saloon, and in consequence was thrown from a buggy and killed. A verdict giving the plaintiff damages was appealed.

Time Lock Set Wrong.

NEW YORK, July 29.—With its vault full of money and securities which could not be reached, owing to the failure of the time lock, the Phoenix National Bank, in Wall street, has conducted its business for a day on borrowed capital. The lock had been set for 48 hours on Saturday, instead of for 40, and there was accordingly nothing to do but wait, and meantime send out and borrow enough money to get through the day on. The consequences might have been rather serious, had there been any securities locked up which were wanted or had the books been in the vault. As it happened there was little inconvenience.

Strange Upheaval of the Ground.

NEW YORK, July 29.—The town of Stratford, N. Y., now has, according to a Press dispatch from Little Falls, a strange upheaval of the ground. Tons of sod, gravel and stone were tossed in the air and landed on a knoll 12 feet higher than their original place. The debris covers a space 100 feet square, and is more than six feet deep. It is believed lightning ignited a vein of natural gas and caused an underground explosion.

Fertilizer Companies Merge.

BOSTON, July 29.—The Bowker Fertilizer Company has negotiated a merger of its capital with the American Agricultural Company, and has called a special meeting for August 4, at which the stockholders will vote upon the question of ratifying the action of the directors. The Bowker Fertilizer Company has a capital of $1,000,000.

DAILY METEOROLOGICAL REPORT.

PORTLAND, July 29.—8 P. M.—Maximum temperature, 77; minimum temperature, 53; river reading at 11 A. M., 11.2 feet; change in the past 24 hours, —0.1 foot; total precipitation, 5 P. M. to 5 P. M., 0.00; total precipitation since Sept. 1, 1901, 40.85 inches; normal precipitation since Sept. 1, 1901, 46.26 inches; deficiency, 5.41 inches; total sunshine July 28, 10:56; possible sunshine July 28, 15:00.

WEATHER CONDITIONS.

A few light sprinkles of rain occurred in Southern Idaho, but elsewhere in the North Pacific States the weather continues fair. It is warmer in Western Oregon and in Western and Northern Washington.

The indications are for generally fair weather in this district Wednesday, with moderate temperatures.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight Wednesday, July 30:

Portland and vicinity—Partly cloudy, with south to west winds.

Oregon—Fair, with south to west winds.

Washington—Fair in east, partly cloudy in west portion; south to west winds.

Idaho—Fair.

PACIFIC COAST WEATHER.

STATIONS.	Max. temp.	Precipitation last 12 hours.	Wind: Velocity.	Wind: Direction.	State of weather.
Astoria	70	0.00	8	NW	Clear
Baker City	78	0.00	6	NW	Clear
Bismarck	96	0.00	6	SE	Clear
Boise	88	T	6	W	Clear
Eureka	62	0.00	*	NW	Pt. cldy
Helena	76	0.00	*	N	Clear
Kamloops, B. C.	78	0.00	*	NW	Clear
Neah Bay	62	0.00	00	Clm.	Cloudy
Pocatello	82	T	*	W	Pt. cldy
Portland	77	0.00	*	NW	Clear
Red Bluff	88	0.00	6	S	Clear
Roseburg	80	0.00	8	N	Clear
Sacramento	80	0.00	14	S	Pt. cldy
Salt Lake	92	0.00	8	NW	Clear
San Francisco	62	0.00	24	W	Clear
Spokane	78	0.00	*	SW	Clear
Seattle	76	0.00	*	W	Clear
Walla Walla	82	0.00	*	NW	Clear

*Light.

AUCTION SALES TODAY.

At residence, 395 Third st., at 10 o'clock A. M., S. L. N. Gilman, auctioneer.

At 182 First st., at 10 A. M. H. Ford, auctioneer.

BORN.

GODFREY—July 28, to the wife of Max B. Godfrey, a girl; weight 10 pounds.

DIED.

PRENTIS—At Missoula, Mont., July 29, Albert L. Prentis, passenger conductor for years out of Portland on N. P. R. R. Notice of funeral later.

FUNERAL NOTICES.

McDONALD—H. McDonald, a pioneer of 1850, aged 77 years, died at Mount Tabor, Portland, July 29. Mr. McDonald was born in Scituate, R. I., in 1825; emigrated to San Francisco in 1849, came to Oregon in 1850. Mr. McDonald was a patient invalid for many years, dying peacefully at the last. The funeral services will be held in the Congregational cemetery at Forest Grove July 30 at 10 o'clock A. M.

J. P. FINLEY & SON, Progressive Funeral Directors and Embalmers, Cor. Third and Jefferson Sts. Competent lady ass't. Both phones No. 9.

EDWARD HOLMAN, Undertaker, 4th and Yamhill sts. Rena Stinson, lady assistant. Both phones No. 507.

NEW TODAY.

Gold Free!

The well-known prospector, John A. Murray, locates gold claims for all FREE. For particulars apply to N. Moscasoln, attorney, 722 Chamber of Commerce.

BIG CUT IN ALL LINES.

FOR TODAY—100-pound sack of sugar, $4.25; 20 pounds sugar, $2.20; 25 pounds sugar, $1.10; 3 cans best sardines, 25c; 7 cans of good sardines, 25c; 2 big packages mush, 15c; 3-pound box soda crackers, 20c; soda crackers, in bulk, 4 pounds, 25c; 10-pound box macaroni, 35c; sago, tapioca, split peas, pearl barley, all at 5c pound; 21 pounds good, clean rice, $1; a good broom, 20c; 7 bars Cudahy's C soap, 25c; 3 cans oysters, 25c; 4 pounds white strip codfish 25c; best creamery butter, 30c; 7 pkgs. Dixie Queen smoking tobacco, 25c; 3 best 5c cigars, 10c; 6 spools thread, best, 25c. You can save money by trading in this store. Cash or 30 days. Oregon Cash Grocery, 232 North 14th, cor. Marshall.

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Low capitalization: $1,500,000; 15,000 shares, at $100 each.

Shares fully paid and nonassessable.

It is the intention of the management to sell the entire stock in the Eastern and European market. However, by way of courtesy, a block of 1000 shares will be offered for local subscription for the period of 30 days from July 10, 1902. Applications coming in later than Aug. 10, 1902, will not be considered.

Apply to L. Y. KEADY & CO., Failing Bldg., Portland, Or.

Or to Main Office, Dooly Building, Walla Walla, Wash.

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