BRIDGES NOT SAFE

First and Second Street Structures to Be Closed.

BOARD OF PUBLIC WORKS ACT

Repairs Are Needed but There Are No Funds-Lighting Contract of Portland General Electric Company May Be Extended.

Second-street bridges, in South Port-land, was one of the many matters occupied the attention of the Board of Public Works at its meeting esterday afternoon. The two bridges are considered dangerous and both were red closed, and there remains only one bridge over which the people living on the north and south sides of Marquam's Gulch may safely travel. The hoard also received a verbal request from the Union of Structural Bridge and Ironworkers that the scale of wages and hours be so arranged as to permit toyment of union men. An assurance was given by the Portland General Electric Company that the con-tract for the lighting of the city would be extended for another year if neces-

The report of City Engineer Elliott on the bridges was the principal matter be-for the Board of Public Works yesterday. The Front-street bridge, over which a railway was being operated, was in fair The board had spent \$1500 and the City & Suburban Railway Company \$1000 for its repair last year. The First and Second-street bridges were unsafe and should be closed and danger signs placed

Chairman Mills said both of the bridges were sadly in need of repairs, and there was no money in the street repair fund for the necessary appropriation. required was \$1000 for the two or \$500 for each for temporary repairs, which would make them serviceable until the new city charter took effect. Under the new charthe board might barricade the bridges until the people who used them would con-tribute the necessary \$500 for the reputr of each. If the bridges were left open, and the City Engineer had reported them to be in an absolutely dangerous con-dition, the city would be liable for dam-

No one is liable for the repair of street when he has not the means to make such repair," said Richard Williams.
"But the ordinary citizen is not acquaint-

see you about to step into a hole in a bridge and not tell you that there was denger ahead." There is no legal responsibility for a

moral responsibility," said Mr. Williams, "We have no right to assess this property for repairs to the bridge, for the assessment would mean confiscation of the prop-Neither Mr. MacMaster nor Mrs. Cogs

well saw any necessity for three bridges over the gulch. "We might as well have another over Sullivan's Gulch," said the ance of W. G. Steel.

bridges, they may easily rules the money; if not, they may pass over the Front-street bridge. Prior to election several thousand dollar was raised for bridges in South Portland, but the promises died when the election was over."

We have no more important bridge than "The bridges on Front and Second streets might be closed up without half so much inconvenience to the people as that on First street.

The First-street bridge is the main bridge" said City Engineer Elliott. The talk ran into a discussion of the advisability of referring the matter to the

Council is in no better positio to make the repairs than you are," inter-

rupted Mayor Williams.
"Worse," said Mr. Mills, "because they appropriate a dollar they have not got, they are personally liable for it. Were the bridges closed, the citizens might exercise sufficient pressure on the Council to cause them to find ways and means; if they might raise the money them-es. If I lived in that neighborhood. I would willingly subscribe. The people there offered to raise several thousand dollars before election, but," he added reflectively, "that may have been only a

A motion to close both the bridges and to refer the matter to the Council was made and carried.

Union Men Given a Hearing. John Edwards and John McLeod, rep-

resenting the Bridge and Structural Ironworkers' Union, asked for and were granted a hearing by the heard. Mr. Ed-wards, as epokesman, said the members of the union were anxious to work for city and the county, but they could not accept employment under the preent system of hours and wages. union schedule was \$3 per day of eight hours for Government work, and the sum for a day of nine hours on contract work. A member of the board said that men were being employed to do the same work at \$2 25 per day. In answer to questions Mr. Edwards said that one laborer was allowed to five bridgemen, or two laborers to eight bridgemen. The union men wished to take city work, but they could not accept it under the schedule which had been ratified by the Building Trades' Council and the American Federation of Labor. ould we as citizens discriminate against those who we now employ?" asked

Williams. "I did not say that," said Mr. Edwards, Chairman Mills said that to his personal knowledge union men were workfng on the bridges in different capacities, and Mr. Edwards said many had left their respective occupations and dropped out of their unions. Of the eight-hour day he said it had been adopted on all city and county work, as on Government

Mr. McLeod said the union had no desire to take any arbitrary action, and simply wished to lay the matter before the board. Chairman Mills said it would given consideration, and the con

Another Steam Roller Needed.

City Engineer Elliott asked that another steam roller be purchased, and that the old one be repaired at a cost of \$300. Owing to the great number of streets being built and improved, he thought the two rollers were necessary. The board was of the same opinion, and referred the matter to the Council with a recom-

mdation that it be considered Reference to the rollers brought out an inquiry from Mr. Breyman as to

Street Cleaning and Sprinkling Depart-"What has become of the sprinklers"

inquired Mr. Breyman, of the East Side.
"You see as much of them as I do,"
rejoined Mr. Williams, of the West Side. "But I don't see them at all any more, was Mr. Breyman's conclusion of the dia

May Extend Lighting Contract. Mr. MacMaster, who had charge of the city lighting matter, reported that he had interviewed H. W. Goode, of the Portland General Electric Company, that Mr. Goode had agreed to extend the contract for one year if the board so desired. The offer was considered very advantageous, as, if the new charter should go into effect, the city will be enabled to advertise for bids for lighting contracts

for a term of five years. Contracts for street and sewer improve ments, bids for which were opened at the last meeting, were let to the lowest bid-der, except*in the case of the sewer in Prescott and Borthwick streets. There were four bidders for this contract, and the sums submitted ranged from \$565 55 to \$6715 40. The board thought that money could be saved by readvertising the pro-posal, and all the bids were rejected.

Seek Advice From City Attorney. In the matter of closing the dock en-trance on the Morrison-street bridge, it was reported that the City Attorney wanted further time to consider the legal | that the Notice sailed from Brava, C. V.

SCHOONER IN A SOUALL

PICKED UP AFTER DRIFTING FOR TWO WEEKS.

Captain Believed to Have Committed Suicide, Because of Misfortune to His Vessel and Passengers.

NEW YORK, Aug. 5.-The Italian steamer Sardegna, from Genoa and Na-ples, arrived in port this morning with a small two-masted schooner in tow. tain Montana, of the Sardegna, said he fell in with the schooner, drifting about helplessly, with her decks crowded with people. Running down near the disabled people. Running about the distribution of the American schooner Notice, of Providence, R. L., from Brava, C. V. L., with 56 perwins on board. The mate of the Notice said that Captain Antonio Bamos had been lost overboard, and was thought to have com mitted suicide. The vessel was disabled and short of provisions. The steamer sent her a boutload of provisions and took this port. The schooner's mate, John F. Pina, said

Tradesmen as well as doctors and lawyers have their protective societies and rules of ethics. One of our rules is, "Thou shalt not take thy neighbor's job."

APOTHEGMS FROM PRESIDENT GOMPERS' MONDAY

NIGHT SPEECH. .

You ought to hear the laborer's side of a labor controversy before

you make up your mind. We want more and shall never cease to demand more.

Some things are worse than strikes, and among them is debased manhood. Working people best prepared to strike have the least occasion

As soon as Government enters in and says you shall arbitrate, and dictates for whom you shall work, then confiscation of property has set in; then slavery has been re-established.

The grand army of organized labor is moving on and on, and knows no such word as retreat.

The labor question is the living, burning question of the hour, of the century, and demands the efforts of the best minds and hearts of the day for its solution.

Sad reproach to our civilization when we find idle men and busy I know of no people so entitled to ask for more as the people that

produce the wealth of the world. There are times when men would be branded as cowards for fallure to strike.

There was never yet arbitration between two unequal forces. It has been the mission of the poor and working people, not only to battle for larger freedom, but to bear the burdens to maintain that

Organized labor does not stand for strikes. A strike is an unusual event in the labor movement. It is the result of failure to

aspect of the question. It appeared to be the opinion of the board that the City of the 65, II were women. The schooner Attorney should be present at the meet-had no cargo and her hold had been fitted ed with the danger as the City Engineer ing, or should be present at the meet of the danger as the City Engineer ing, or should occupy the office in the list of the city Hall which has been provided for in an accident to you were I to nee you about to step into a hole in a necessary. The attorney's predecessor had not cargo and ner hold had been fitted ing, or should be present at the meet of the necessary in a should be present a been asked to attend the meetings, but he

never put in an appearance.

Estimates for the month were approved as follows: City Engineers, \$5357; crematory, \$68.56; Street Cleaning and Sprink-ling Department, \$4876.07.

TO VISIT CRATER LAKE.

ance of W. G. Steel.

Will G. Steel, who has long been asso we close up the bridges unless the citi-zens raise the \$500 necessary for the re-pairing of each. If they are seriously a two week's trip to Crater Lake and the onvenienced by the closing of the surrounding country. Mr. Steel will be iges, they may easily rules the money; accompanied by a party of about fifteen persons, among them being Governor Geer and wife, Thomas H. Tongue, C. H. Sholes and Miss Mirriam.

The party expects to reach Medford hen the election was over."

on Thursday, and from there take wagons
"The old bridges are an eyesore, and to the lake, the journey being about 30 miles. The first stop will be made Thursday evening at Eagle Point, and an early start will be made the next morning so that the Rogue River falls will be reached for the camping place the second night. The lake will be reached some time Saturday, probably late in the

> A week will spent on and around the lake itself, and, as Mr. Steel has been there several times before, he will prove an excellent guide for the party. Everything of interest will be visited, including the surrounding mountains, and the streams that flow in the vicinity.

> On the following Sunday, start will be made for Ashland, the first night's stopping place being at Fort Klamath, which has long since been abandoned by the military authorities. Pelican Bay wil be reached Monday night, and finally Ashland on Wednesday. Here the train will bring the excursionists to their Portland

> There will be good fishing and hunting on the trip, and the members will take along the necessary tackie to catch the speckled beauties and bring down grouss for the commissary party. The country in the neighborhood of Crater Lake has recently been made a national park, and no shooting is allowed in it; so the sports men will have to confine their hunting to the regions outside the reserve. Steel is taking this party to the lake in order to stimulate an interest in the newly made park, and to open the way for similar outings in the future.

MACHIAS AND RANGER.

Former Stays at Cape Haytien, Other at Panama.

WASHINGTON, Aug. 5 .- The gunboat Machais will not leave Cape Haytien for San Juan, Porto Rico, until later. The permission granted Captain McCrea yes-terday to go to San Juan to coal has been ordering the Machais to remain at Cape Haytien was based on the following cable-

is the desire of the Minister to delay my departure, awaiting more settlement. Under the circumstances, I shall remain until further orders, coal permitting," Commander Potter, of the Ranger, at Panama, under today's date cabled as fol-

"Revolutionary vessel off harbor. It is considered undesirable to leave. Governo In view of the above cablegram, it has been decided to hold the Ranger at Pr ma, owing to the condition of affairs

Work Started on New Battle-Ship. NEW YORK, Aug. 5.-Work began to day on the foundation at the New York navy-yard on which the new 16,000-ton battle-ship Connecticut will be construct ed. Three thousand spits are to be driven into the ground set apart for the building site, in order to make a sure foundation for the ways. The construction of the taken at the New York navy-yard. The only battle-ship built t

Dr. Sanford's Liver Invigorator from Mr. Breyman as to the cure for liver file, billousness, indigestion, outs of the apparatus of the constipation, malaria.

A spar was rigged for a jury rudder, but the little craft had no spare canvas for head salls, and did not steer well. On the bead sails, and did not steer well. On the 3d inst. the Sardegna came along and took her in tow. Pina said he had six days' provisions and a little water left. The passengers on board the Notice are all natives of the Cape Verde Islands.

STEAMER LINES COMBINED. Water Service Between New Orleans

' NEW YORK, Aug. 5.-In connection with the Southern Pacific Company's new arrangement for the handling of its ocean freight between this and Southern ports, the Journal of Commerce says it learns your condition. We are going to do the from an official source that the Morgan and Cromwell lines have been combined; in other words, the vessels and property of the Cromwell service have been pur-chased by and turned over to the South-ern Pacific Company. The terms of the transfer are not yet available, however, It is also learned that the agencies the Cromwell line in Boston, Philadelphia and Baltimore will be abolished, as was the local agency, and what were formerly two separate services will be operated as one, except that they will, of course, ply between different points; that is, one from New York to Galveston direct for freight only, and the other from New York to New Orleans, carrying both freight and passengers. The management will be centralized and unified.

The Cromwell line is an old service. In 1853 the company operated a service to Portland, Me., Hallfax N. S. and St. John's. Ten years later the New Orleans service was inaugurated. It is not yet known whether the Cromwell corporation

YELLOW FEVER ON BOARD. Three of the Crew of the Steamer Wood Victims.

NEW YORK, Aug. 5 .- After three days of aimless drifting in the fog, the British bark Hiram Wood, Captain Swatridge, from Rio de Janeiro, June 19, for St. John, N. E., in ballest, has arrived in Little Machias Bay, on the Eastern Maine coast, and anchored close to Old Man Ledge, off the Cutler shore, says a Bangor, Me., dispatch to the Times. Signals of distress were flying and a boat from the shore learned that the vessel had yellow fever on board and that three of he crew, including the second mate, had died. Two of the dead were buried in the bay after the boat came to anchor. Captain Swatridge and the cabin boy are both sick with the fever, but are expected recover. No other cases

The bark will be held in quarantine and will be fumigated, after which she will be towed to St. John.

Vessel Carried Yellow Fever. NEW YORK, Aug. 5 .- After three days of aimless drifting in the fog the British revoked. The action of the department in bark Hiram Wood, Captain Swatridge ordering the Machais to remain at Cape from Rio de Janeiro, June 19, for St. N. B., in ballast, has arrived in gram from Commander McCrea to the Secretary of the Navy:

"Your dispatch has been received. It Ledge, off the Cutler shore, says a Bancast, and anchored close to Old Man Ledge, off the Cutler shore, says a Banof distress were flying and a boat from the shore learned that the vessel had yellow fever on board, and that three of her crew, including the second mate, had died. Two of the dead were buried in the bay after the boat came to anchor. Captain Swatridge and the cabin boy are both sick with the fever, but are exproted to recover. No other cases have The bark will be held in quarantine, and

will be fumigated, after which she will be towed to St. John.

Goodly Catch of Cod. SAN FRANCISCO, Aug. 5.—The cod On July 9 the barkentine Fremont was spoken in Behring Sea, with a catch of 125,000 fish, and on the same date the schooner Arago, with 50,000 codfish, a spoken, All were well on both vessels.

Fast Steamship Favored. LONDON, Aug. 5.—Replying to an in-quiry in the House of Lord today, the Earl of Onslow, Under-Secretary of the Colonial Office, said the government had no official communication on the establishment of fast steamship service between England and Canada, but had reason to England and Canada, but had reason to seconds. He held a record of 5.51 for believe that negotiations were proceeding this distance in open water.

between the Canadian Government and the Canadian Pacific Railway. The British lovernment regarded favorably any project for the establishment of fast steam-ship service between the United Kingdom and any of His Majesty's domin

Astoria Marine Notes.

ASTORIA, Ang. 5.—The new steamer that is building at Knappton for the Callender Transportation Company is to be christened the Meiville, the first name of M. P. Callender, one of her owners. The Port Orford cedar to be used in her contruction arrived on the steamer Alliance few days ago. The steamer Sue H. Elmore left out last evening for Seattle, where she will go off a drydock to have her bottom cleaned and painted.

Belgian Steamer Stranded. LONDON, Aug. 5.—The Beigian steam-er Wardworth, which salled from New York July 14, for South American ports, stranded yesterday about 60 miles north of Bahal. Assistance will be sent to her.

Domestic and Foreign Ports. ASTORIA, Aug. 5.—Safted at 11:50 A. M.—chooner Lizzie Vance, for San Francisco. Con-ition of the bar at 4 P. M., smooth; wind

north; weather foggy.
San Pedro, Aug. 5.—Arrived, August 4.—
Steam schooner Sequoia, from Portland.
Seattle, Aug. 5.—Arrived—Steamer Willamette, from Port Townsend. Salled—Steamer
Farallon, for Skagway; steamer Bainler, for

San Francisco, Aug. 5.—Arrived-Steamer Wellington, from Ladysmith; atsamer City of Pueblo, from Victoria; steamer Chehalis, from Gray's Harbor; schooner Laura Madsen, from Gray's Harbor. Satied-Ship Glory of the Seas, for Comox; schooner Ivy, for Coos Bay; brig W. G. Irwin, for Roche Harbor; steamer Signal, for Coos Bay. New York, Aug. 5.-Arrived-Sardinlan, from

New York, Aug. 5.—Sailed-Graf Waldersee for Hamburg, etc.; Southwark, for Antwerp. Tokohams, Aug. 5.—Arrived previously-Doric, from San Francisco; Riojun Maru, from Linard, Aug. 5.-Passed-Switzerland, from

Philadelphia for Antwerp. Liverpool, Aug. 5.—Arrived—Bovic, from New Bremen, Aug. 5 .- Arrived-Kronprinz Wil helm, from New York. Liverpool, Aug. 5.—Arrived-Pretorian, from Montreal and Quebec.

MAKE RATE LESS.

(Continued from First Page.)

a few bouquets to the visiting railroaders, but stated that the people did not want the reduction made at the expense of the service, which was now excellent and duly appreciated. Others participating in the discussion were L. Wolford, William Westacott, of Garfield; Milton Evans, of Walla Walla, and J. C. Lawrence, of Garfield.

President Hill in Reply. In reply, Mr. Hill said the figures on the cost of wheatgrowing were fair and honest, and he asked that the farmers regard the ones he gave them on the cost of moving freight in the same light. He said the men who built the road through the Palouse lost all their noney, and went away broke, and that the road and equipment were permitted to deteriorate to such an extent that the service was abominable when the work of renewal was begun, "Whatever sin has been committed by the railroad in the past has been washed away," said Mr. Hill, and nodding toward the O. R. & N. delegation, he said: "There's Mohler, who has been washing for five years, and now has a fine road." said that every passenger carried at 3 cents per mile cost the company 4 cents

per mile, but so long as it was building up the country they could stand it. Mr. Mohler was the second speaker for the railroads, and, referring to the inquiry of one of the speakers, as to the motive of the meeting, said that he came all the way from Virginia because he was invited, "We are here for no other purpose," said he, "than togbetter best we can for you, and if you do not get all you want now, you are young and can come again, and we will make you happy when we can afford it. We do not see our way clear to grant all of the reduction asked for, but we have decided to eliminate factions and make a straight reduction of 10 per cent from present rates. What this reduction means to the O. R. & N. alone can be understood when I tell you that it amounts to the same thing as hauling 2,000,000 bushels of wheat per year to

tidewater free of charge." Mellen Scores Exporter.

Mr. Mohler's remarks were received with the greatest enthusiasm, and if any disappointment was felt at not securing the full reduction asked for, it was not expressed by word or action. Mr. Mellen followed Mr. Mohler, with the announcement of a reduction of 3 cents per bushel on wheat to Eastern points, which was also enthusiastically received. In making this announcement Mr. Meilen stated that the "rake-off" between the producer and consumer was too heavy, and advised the farmer to find a new market in the East and deal direct with millers there. He said that the 10 per cent reduction would mean a loss of \$800,000 on the coming year's business of the three roads, and that this ought to be sufficient remuneration for the farmers for dealing direct with the railroads, instead of through the

politicians. J. C. Lawrence, of Garfield, in a very pleasing address, proposed a vote of thanks for the railroaders, and President Hill made another hit by requesting the farmers not to let the matter stop here. "Come to us," said the big man of the railroad world. "We may not be able to cure your ills, but we will hold your hand and do what we can for you." The meeting broke up in a genuine love feast about 4 o'clock and, after a general handshaking and further expressions of good will, the various dele-

gations started homeward, well pleased with the day's work. Messra. Hill and Mellen left on their special train for Lewiston at 4 o'clock, while President Mohler, Ben Campbell, R. B. Miller and J. P. O'Brien departed for Portland at E. W. W. 7 o'clock.

Ships Collide at Hong Kong. HONG KONG, Aug. 5.-During a hurricane, the Northern Pacific Steamship Company's steamer Duke of Fife, in command of Captain Cox, of Victoria, B. C. Tacoma, by way of Shanghal, Kobe and Yokohama, dragged her anchors and colilded with the British steamer Wing Sang, of the Indo-China Steam Navigation Com pany's fleet. The Duke of Fife had five

Inventor's Widow Hanged Herself. NEW YORK, Aug. 5 .- Mrs. Anna V L. Pierson, widow of Dr. William Hugh Plerson, said to be the inventor of celluloid, has committed suicide by hanging at her home in Gien Ridge, N. J., owing to ontinued ill health.

The Swiftest Swimmer. LONDON, Aug. 5.—Joe Nuttall lowered the world's quarter of a mile open water swimming second at Leicester today, go-ing the distance in five minutes and 50

MELLIN'S FOOD

Without doubt the food used in infancy has a large influence on after years in a child's life.

If the food given is of the proper character the infant builds up a strong, rugged constitution that resists disease and produces healthy, happy childhood.

Healthy babies like those shown in our book cannot be raised on a poor or improper food. Their smiling, happy, healthy faces will convince you of the merits of Mellin's Food without another word on our part. Send for our book, "Mellin's Food Babies." It is free.

MELLIN'S FOOD COMPANY, BOSTON, MASS.

JAIL BREAK IS BLOCKED

COUNTY PRISONERS SAW THROUGH BARS OF CELLS.

Sheriff and Jailer Accidentally Discover Plot for Escape of Desperate Criminals.

A plan of prisoners to escape from the county jail and murder the jailer was frustrated yesterday by Sheriff Storey and County Jailer Jackson. in the plot were W. Burton, a young man 22 years old, who is serving a sen-tence of one year for larceny, and Tyler, a negro, who is awaiting trial on a charge of highway robbery.

The prisoners concerned in the attempted jail delivery are confined in corridor No. 2, which is in the Main-street wing of the building. They had succeeded in obtaining some small steel saws, with which to saw through the bars, and had removed two of them when discovered. The bars were put back in place and neatly plastered with soap and covered with lampblack so that a casual inspec-tion would not discover anything wrong. Sheriff Storey put a number of prisoners through the sweating process, with the result that they informed him that when the time for the break arrived, Tyler, the egro, was to strike Jailer Jackson over the head with an iron bar, and either kill or disable him, and then take the keys from the jailer and open the doors lead-ing to the street. All the prisoners in corridor No. 2, if the plan had succeeded. ould have obtained their liberty if they

desired to leave. desired to leave.

About a week ago the suspicion of Jailer Jackson was aroused, and he began an investigation. While in the room occupied by the trusties he occasionally heard whispers, and later he heard two of the prisoners talking and heard that heard was contemplated. Two doors a break was contemplated. lend to the corridor, one of which is al-ways kept locked. The prisoners' plan ways kept locked. The prisoners' plan was to saw off two bars near the inside door, and when the jailer made his rounds attending to the feeding of the prisoners in the afternoon, and while the outside door was open, one of the prisoners was to come out through the open bars, when the jailer's back was turned, and strike him down. Tyler is said to have been selected for this job. Upon the discovery of the plan the most desperate men were placed in other cells and a search revealed the saws, and a belaying pin was also found. The latter could have been used as well as the bars to beat the jailer into insensibility. The saws were made from clock springs and must have been brought in from the out-side. As a necessary precaution Sheriff Storey has accordingly notified Jalier Jackson not to admit any visitors inside of the jail until further notice. The Sheriff notified the County Commissioners of the occurrence and the necessary repairs

were ordered made at once. The jailer has orders to shoot down any prisoners who attempt to escape. The jail is provided with a dungeon where refractory prisoners can be confined as a means of punishment.

PHYSICIAN SUED FOR \$5000 Ada Harms Charges Dr. Etta Hill Schnauffer With Negligence.

Suit for \$5000 damages was filed in the State Circuit Court yesterday by Ada Harms against Dr. Etta Hill Schnauffer. The complaint recites that on February 5, 1992, Mrs. Harms called in the defendant to attend to her in a case of obstet rics and did not receive proper care and attention. It is alleged that Dr. Schnauffer was careless and negligent, and or-dered Mrs. Harms to walk about the room, as a result of which she fell down. The complaint further recites that Mrs. Harms has suffered with fever and blood-poisoning, and has been compelled to employ other physicians. Murdock & Moser ap-pear as plaintiff's attorneys.

WEEKLY CROP BULLETIN. Abundance of Sunshine Makes Good Harvesting Weather.

PORTLAND, Aug. 5. — Except a few light showers last Wednesday and Thurs-day in the northwestern portion of the state, no rain has fallen during the week. The temperatures have been seasonable and there has been an abundance o bright sunshine, making, altogether, exwenther The Fall wheat harvest is nearly com

Only those who use it know the luxury of it.

Pears' is the purest and best toilet soap in all the world.

Established over 100 years. "ALL WRIGHT-FOR MORE THAN HALP A CENTURY"



pleted in Southern Oregon, well advanced in the Willamette Valley, and making good progress in the eastern sections of the state. Threshing will be general this week. Spring wheat is filling and ripen-ing nicely. The oat crop promises to be above the average, In the Umatilia district, wheat will probably turn out bet-ter than expected a few weeks ago. In the section about Marion County it is not thought the Fall grain yields will be as heavy as last year, but the Spring-sown grain is doing nicely. In some few sections of Lane County, the reports are that club Spring wheat is badly injured by

Hops are doing well, and no complaints are made of lice being sufficiently numerous to cause damage. All late crops, including corn and potatoes, would be bene-fited by rain. Pastures are drying up fast, but stock continues in good co The outlook for a good crop of late apples in the Hood River and Ashland districts is excellent. Early peaches and blackberries are plentiful in the mar-

EXCURSION RATES TO SALT LAKE CITY.

For the Eiks' convention at Sait Lake, August 12-14, the O. R. & N. will sell 36-day round-trip tickets at rate of \$29 60; for return through San Francisco via rall or steamer, \$44 Tickets on sale August 9 and 10. Call at O. R. & N. office, Third and Washington, for further information.



"King of all Bottled Beers.

Brewed from Bohemian Hops.

Order from

Fleckenstein-Mayer Co.

Heart Pains

are Nature's warning notes of approaching danger from a diseased heart. If you would avoid debilitating diseases, or even sudden death from this hidden trouble pay heed to the early warnings. Strengthen the heart's muscles, quiet its nervous irritation and regulate its action with that greatest of all heart remedies, Dr. Miles' Heart Cure.

"Darting pains through my heart, left side and arm would be followed by smothering, heart spasms and fainting. Dr. Miles' Heart Cure has entirely relieved JOHN VANDENBURGH, 255 Kewaunee St., Milwaukee, Wh.

Dr. Miles' Heart Cure

controls the heart action, accelerates the circulation and builds up the entire system. Sold by druggists on a guarantee.

Dr. Miles Medical Co., Elkhart, Ind.

particulars and noon particulars and noon particulars and noon st. Portlas mis, 2885, Morrison st. Portlas CURE GUARANTEED.

THE PALATIAL OREGONIAN BUILDING



Not a dark office in the building; absolutely fireproof; electric lights and artesian water; perfect sanitation and thorough ventilation. Ele-

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