HANNA TELLS HOW

Discusses Labor and Its Relation to Capital.

A BETTER WAY THAN STRIKING

His Own Experience in Settling Relations Between Capital and Labor in Coal Regions—Harmony Good for Business.

URBANA, O., Aug. 6.—Senator Hanna addressed the Urbana Chautauqua today on the topic of "Labor and Its Relation to Capital." The address was largely devoted to an explanation of the origin, aims and accomplishment of the Civic Federation, of which Senator Hanna is the president. Senator Hanna said in part:

"My friends, Judge Wanrek has told you that in my business life I have been connected with industries employing a large number of men. That is true. From the miner under the ground to the men that work in nearly every vocation in business in our industries I have had to do with. Thirty years ago I was a witness of and participated in one of the most serious strikes that ever occurred in Ohio. It was the miners' strike of the Tuscarawas Valley. After it had been settled, after property had been destroyed and blood shed, there came a time to think it over, and I made up my mind that there was a better way to settle such disputes than that, and from that hour until this it has been the thought and theme uppermost in my mind, and as years of experience have passed and I have noticed and studied every feature of the question that moves men, I have been forced to the opinion that it was possible to settle disputes in a different way.

"It is not a political question, but an economic one. It is that and more. It is a moral one. The best way to reach men's minds and men's hearts is to appeal first to the heart and then reason with the mind. Who knows better the great good that can be accomplished through education? And it is that work that I am devoted to personally. It is to that work I want to enlist the sympathy of all such people as sit before me and with God's blesing may it spread through every circle in the land. If I can enlist the sympathy and co-operation of the good women and men who unite for weeks in every year in a combined effort, first to learn how to do it and then to do it, every day and in every action of your lives, then I will feel that the work so begun will never be abandoned until the millennium comes."

The Senator then spoke of the National Civic Federation, of its origin and its work. He said the object of the organization is to better the condition of labor, to bring labor in closer contact with capital, and, if possible, by effort and education to make it impossible to have strikes.

Continuing he said:

"In every instance but one in a 10 months' life, we have settled every labor difficulty that has come to us. This one instance where the organization failed was the anthracite coal strike. I admit that the Civic Federation has failed in its efforts there. It is hard to conciliate, it is hard to arbitrate a question on any side we consider it. But in that connection, I want to call your attention to another incident in my efforts in that strike and others. When appealing to the employers to consider some things in connection with the situation, I did not think they fully appreciated or understood.

"I told of the experience of myself and associates recently in the coal mining regions of Pennsylvania, Ohio, Indiana and Illinois. I have said that I thought there is a better way to settle differences and after 20 years of experience the operators controlling the mines of the states mentioned have found a better way. After days and nights of negotiation, four years ago, we organized what was termed the Interstate Association, composed of operatives and operators of the coal mines of the states. We agreed upon a scale of wages flexible enough to adapt itself to the different physical conditions. That scale once agreed on, all that became necessary was to find a basis of prices. That was four years ago. The contract was made. The operators went into the market and sold their coal and the coal miners abided by their contracts and delivered it. The next year it was renewed by a horizontal advance of price; the next year it was renewed and then last year it was renewed. Peace and harmony, good and successful business operations have succeeded that policy."

"In using that argument with others it was said to me, 'Why, what is your contract worth with labor organizations? If they don't want to keep it, they won't, and you cannot make them.' That is true, but when that remark carried with it the insinuation that men of that class had no honor in carrying out a contract, I want to say that I deny it, and now I have the proof. The prolonged strike in the anthracite country has brought about a condition that is alarming, not only to the peace of society, but to the material interests of our people.

"There is in the constitution of the United Mineworkers of America a provision that if five divisions of the organization make an application to the president, he shall call together in convention delegates of the organization and settle the question. When every other means had been unsuccessfully tried, when men became desperate from their situation, when they saw hunger and starvation before them, was it not natural that they would be desperate? They then resolved to call that National convention, and five divisions asked the president to call it. The object was to decide the question whether the bituminous men belonging to that organization would go out and strike in sympathy. Those of you who may be familiar with the great railroad and industrial interests of this country can appreciate what that meant. It would stop the wheels of commerce and paralyze every industry that depended on the fuel from these mines.

"John Mitchell, president, had expressed himself publicly as averse to that expedient. And, knowing what I know of his influence with his men and believing as I did in the men who had entered into the compact with their employers, which had been in force for four years, bound only by their honor, I knew they would defend that honor, and they did it, by voting unanimously against the strike. Now, there is one of the best lessons that has ever been presented to the American people. There is one of the strongest arguments that can be urged in favor of going further with this policy and encouraging these men and their class by assuring them that they can earn and establish the confidence of their employers and the whole American people by such acts as these.

"I am encouraged and am very grateful for this reception. I am glad that I have been able to look into the faces of an audience like this, coming together for the purpose which inspires this organization. I say I feel encouraged that, if my mission in life is to do good in this direction, in which I have enlisted, it gives me much more courage to go on. The only difficulty is that I am afraid the Republicans of Ohio will have to find some other fellow for the Senate, because I don't want to go back there. I think I would rather do this kind of work."

CHARMS AGAINST WOUNDS.

Survival of the Ancient Belief in the Potency of Spells.

New York Evening Post.

During the South African War a number of instances have cropped up showing that the idea still prevails that there are such things as charms and spells against wounds and death. Not long ago a paragraph appeared in some of the papers to the effect that a soldier's watch, with a charm attached to it, had been found on one of the battlefields, and was being held for a rightful claimant. Earlier in the war a private's letter told how a comrade had come in safety through a hot engagement by virtue, as he thought, of an amulet he wore, to be mortally wounded in a subsequent skirmish, when, by the merest chance, he was not wearing his charm. A relative's letter from the front tells the writer of a young fellow who wore a charmed ring suspended from his neck. The wearer had it from his sweetheart; he placed the most perfect faith in it, and, though he had been in several hot corners, he had hitherto always come out scathless.

Although this kind of belief is of very ancient date, it is curious as well as interesting to find it still in existence in the British army. Perhaps we ought to say "traces of it," for is hard to believe that it is widely prevalent. And yet it would not be very surprising if it were so, seeing that a certain proportion of the rank and file are illiterate, and come from a stratum of society which is largely superstitious. It is curious to compare our army in this respect with the German.

Those who happened to be in the fatherland during and immediately after the war of 1870-71 must have been struck by the amount of superstition that, hidden under ordinary circumstances, in the then excited state of the public mind, made its way to the surface, much as the mud of a stagnant pool floats to the top when the water is agitated. Nothing seemed too absurd to be believed. Portents and warnings were seen everywhere. Black crosses, observed for the first time in window-panes of the houses of the peasantry throughout Baden and the south generally, were held to be signs of Divine wrath against the turn things in general had taken in the fatherland, especially in regard to the church. The excitement touching this phenomenon became intense, and was only allayed when a Baden glass manufacturer came forward and demonstrated that the warning crosses were marks imprinted on the glass in the process of making.

MOUNT SCOTT NEWS.

Many New Residences Are Being Built in This Growing Suburb.

From an interview with C. R. Addition, a capitalist, who has a suburban home at Mount Scott View, at Lents, the present end of the Mount Scott Railway, it is learned that property is rapidly changing hands, being purchased for residences. That the people there are wide awake and enterprising is evidenced by the improvements under way. Frank Coffman, postmaster, has just erected a large water tank and is preparing to furnish water to the community, something that has been greatly needed. Among recent purchasers are: The O'Neal place has been purchased by Mrs. Harriet Reynolds, of Clackamas County, and she has taken possession. The Whitlock farm was recently purchased by an Iowa man. E. P. Tobin, salesman for the Pacific Paper Company, is building on an acre tract. Mr. Mohr, salesman for Olds, Wortman & King, has been taking a vacation on a four-acre piece recently purchased. Edward Rayburn, for many years with the Northern Pacific Railway Company, has bought a 10-acre tract. H. A. Darnell, a prominent educator of Washington, has purchased a place, intending to make Mount Scott his future home. Mr. Mills, a business man, is also a recent purchaser. J. Towers and family, of Nebraska, are settled in a cottage recently purchased for a home just south of the Evangelical Church. He will enlarge the cottage. Frank Coffman is remodeling a cottage. Miss Mary Gray, formerly living at Gray's Crossing, is erecting a fine, commodious house. A new bell has been placed in the tower of the church, purchased through the liberality of citizens. T. Campbell is building on a five-acre tract southeast of the station. Mr. Henry and family, who moved away a short time ago, have returned, and are living in the McGren place.

Sunday services are held in the afternoon in the Evangelical Church, and in the evening services are usually conducted by the Mount Scott Woman's Christian Temperance Union. Sunday school is held at 2 P. M., J. Robertson being superintendent. Cars bring picnic parties daily.

REGULARS AT THE ARMORY

Resting Here, en Route to the Philippines.

About 400 regulars from Alaska are expected to arrive at the Union Depot shortly after 4 o'clock this morning, en route for San Francisco, and they will march to the Armory of the Third Regiment, Oregon National Guard, where they will rest until the time arrives to take the train south. The arrangements at the Armory for the entertainment of the soldier boys will be in the capable hands of Captain L. H. Knapp, Quartermaster of the Third Regiment, and breakfast will be served to the regulars before they depart. It is expected after they arrive at San Francisco they will be sent to the Philippines.

Two troops of the First United States Cavalry passed a portion of Tuesday night at the Union Depot, waiting on a train to take them to San Francisco. The troops were F and G, under the command of Major Woodward, and most of the men came from the Government Park, on the Yellowstone, where they had been kept hard at work on police duty for over a year. Most of the soldiers hailed the prospect of going to the Philippines with delight. A good proportion of them had seen active service both in Cuba and in the Philippines.

J. D. Ward, Colorado Pioneer.

DENVER, Aug. 6.—Jasper D. Ward, a Colorado pioneer and one of the most prominent attorneys in the state, died at 8 o'clock this evening after four years' suffering from chronic illness. Judge Ward came here from Illinois in 1887. Prior to that time he had been prominent in the politics of that state and in 1872 was elected to Congress from Chicago as a Republican.

ONLY NINE DOLLARS.

Round Trip to Spokane via the O. R. & N. Co.

Spokane will have a great street fair and carnival August 4-14, and the O. R. & N. Co has made the very low rate of $9 for round trip from Portland. Tickets will be sold at this rate on August 9 only, and will be limited for return to August 13. The Spokane Flyer leaves Union depot at 6:15 P. M.; arrives Spokane 9:50 following morning. Get tickets at O. R. & N. office, Third and Washington.

RECREATION.

If you wish to enjoy a day of rest and pleasure, take the O. R. & N. train from Union depot at 9 A. M. for a short trip up the Columbia, returning, if desired, by boat from Cascade Locks. Tickets and particulars at O. R. & N. ticket office, Third and Washington.

E. W. Grove.

This name must appear on every box of the genuine Laxative Bromo-Quinine Tablets the remedy that cures a cold in one day. 25 cents.

APRIL SHIPS AT FALMOUTH

TWO VESSELS MAKE VERY GOOD OUTWARD PASSAGES.

Old Fleet Nearly All Heard From—Grain Steamship Chartered for a Low Rate in San Francisco.

A couple of April ships from Portland, the first to arrive out, reached Falmouth Sunday after very good passages. The Lota made the run in 119 days, and the French bark Bidart, which arrived out at the same time, was three days longer. Tow of the delayed March fleet also reported out, the Bankleigh in 127 days, and the Galgorm Castle in 136 days. The arrival of this quartet has cut the dimensions of the fleet still on the way down to small proportions, and as the new-season fleet is not making a very early start, the long route from Portland to Europe will be uncovered for a while except by grain-carriers a long distance apart.

STEAM FREIGHTS LOWER.

Turret-Deck Tramp Chartered for 'Frisco at 25s 9d.

The British steamship Poplar Branch, now en route from Hakodate for San Francisco, has been chartered to load wheat at San Francisco for Europe at 25s 6d per ton—the lowest rate ever paid a steamer for this kind of business from the Pacific Coast. Two other steamers, the Clumberhall and the Ventnor, were chartered earlier in the season at 26s 9d. The Poplar Branch is a big freighter of the same type and of the same line as the turret steamship Almond Branch, which had such a disastrous collision with the Morrison-street bridge about 18 months ago.

The charter of this vessel at 25s 6d pretty effectually dispones of the oft-repeated statement that steamers will not carry wheat to Europe for less than 27s 6d. It also adds a very blue tint to the freight situation from the standpoint of the owners of a big fleet of idle grain ships in San Francisco. The San Francisco Bulletin, which seems to have "switched" from being the farmer's friend to a similar role with the shipowners, says that the "big four" grain exporters have taken these steamers for the purpose of battering down grain freights and compelling sail tonnage to accept lower figures. As low freights make high-priced wheat, the "big four" will undoubtedly be restored to favor with the farmers again as soon as a few more 25s 6d steamers can be secured.

HUNDRED THOUSAND MEN.

Report of the U. S. Shipping Commissioners for the Last Fiscal Year.

Reports to the Bureau of Navigation show that during the past fiscal year Shipping Commissioners at the seaboard shipped 108,554 men on American vessels. Of this number, 65,829 were shipped on steam vessels and 42,695 on sail vessels. In the foreign trade 49,060 men were shipped; in the coasting trade, 59,494. These figures include the repeated shipments of the same men on different voyages of the same vessels. The number of individual seamen involved did not exceed 20,000.

The nationality of the men shipped was: Born Americans, 34,957; naturalized Americans, 14,915; Norwegians, Swedes and Danes, 16,315; British, 13,897; Germans, 5640; Italians, 2297; French, 575; other nationalities, 17,957. The principal "other nationalities" are Spanish, Russians, Portuguese, Austrians and unclassified West Indians. These figures also include repeated shipments. Chinese are not shipped on American vessels in American ports, but 521 were shipped at Hong Kong before the United States Consul.

The amount of wages disbursed during the year under Shipping Commissioners' supervision was approximately $2,500,000.

The average monthly wages paid to men of all ratings, excluding masters, during the year on American vessels was: Passenger steamers, $36 88; freight steamers, $42 46; square-rigged vessels, $28 94; schooners in the foreign trade, $29 12; schooners in the coasting trade, $33 63; the average wages for all being $35 11, or usually $425 a year.

In American ports 2963 men, or less than 4 per cent, failed to join their vessels.

COLUMBIA PUTS BACK.

Firemen Had a Fight and Two Were Too Badly Injured to Go to Sea.

ASTORIA, Aug. 6.—(Special.)—After the steamer Columbia had gone as far as the mouth of the river this morning she turned back, and coming opposite the city, dropped anchor. A small boat was lowered and two injured men were brought ashore and taken to the hospital for treatment. One of them, Peter Can, had a shoulder dislocated, and the other, Joseph Murray, had a badly bruised leg. It appears that the firemen on board had a fight among themselves, and these two were so badly injured that Captain Dorin did not want to take them to sea.

MAY BE A SMUGGLER.

Disabled Steamer Had More Passengers Than Manifest Showed.

NEW YORK, Aug. 6.—About 30 of the passengers on the disabled schooner Notice, from Cape de Verde Islands for Providence, which was towed to this port yesterday, are not mentioned on the manifest, and the immigration authorities have detained them at Ellis Island during an investigation. Some months ago a warning was sent out that immigrants were smuggled to this country in small vessels from the Cape Verde Islands.

Felt Earthquake on Shipboard.

HAVRE, France, Aug. 6.—The British steamer Homer, from Santos, reports that while speaking the German bark Christine, from San Francisco for Queenstown, on July 20, in latitude 39 degrees north, longitude 69 degrees west, a severe earthquake shock was felt. The shock caused the ship's compass to revolve violently, and lasted 40 seconds. The Christine signaled that she also felt the disturbance.

Domestic and Foreign Ports.

ASTORIA, Aug. 6.—Arrived at 9:45 A. M.—Steamer Vosberg, from Tillamook. Arrived at 1 P. M. and left up at 2:15 P. M.—Steamer Fulton, from San Francisco. Sailed at 1 P. M.—Steamer Columbia, for San Francisco. Sailed at 4 P. M.—Schooner Oliver J. Olsen, for San Francisco. Condition of the bar at 4 P. M.—Moderate; wind northwest; weather hazy.

San Pedro, Aug. 6.—Sailed—Barkentine Quickstep, for Astoria.

San Francisco, Aug. 6.—Arrived—Steamer St. Paul, Cape Nome. Sailed—Steamer Geo. W. Elder, Astoria; steamer Tellus, Ladysmith; schooner Jessie Minor, Coos Bay.

New York, Aug. 6.—Sailed—Celtic, for Liverpool; Philadelphia, for Southampton.

Browhead, Aug. 6.—Passed—Majestic, for Liverpool.

Antwerp, Aug. 6.—Sailed—Pennland, for Philadelphia.

Southampton, Aug. 6.—Sailed—Kaiserin Maria Theresa, for New York.

Queenstown, Aug. 6.—Sailed—Ivernia, for Boston. Arrived—Majestic, New York for Liverpool, and proceeded.

Cherbourg, Aug. 6.—Sailed—Kaiserin Maria Theresa, from Bremen and Southampton, for New York.

Hoquiam, Wash., Aug. 6.—(Special.)—Sailed—Schooner Jno. F. Miller, from Aberdeen, for San Francisco. Arrived—Steamer Isaqua, from San Francisco for Aberdeen; steamer Lindauer, from San Francisco for Aberdeen.

MOVES UP HIGHER.

Promotion for a Rock Island Passenger Man.

A. E. Cooper, who came from Wichita, Kan., in December, 1898, to be general passenger agent of the passenger department of the Rock Island Railway, has accepted appointment as division passenger agent in charge of Rock Island lines in Kansas, with headquarters in Topeka. The Rock Island has 1100 miles of railroads in Kansas, and the new position is a marked advancement for Mr. Cooper.

This change is brought about by readjustment of officers in the East. John Sebastian, who was general passenger agent, was promoted to passenger traffic manager. L. M. Allen, who was first assistant general passenger agent, has been made general passenger agent of lines east of the Missouri, and E. W. Thompson to general passenger agent of lines west of the Missouri, with headquarters in Kansas City. This leaves the opening for a good passenger man in Kansas, and Mr. Cooper is called to it.

Mr. Cooper was born in Canada in 1864. His first railroad experience was obtained in the service of the Canadian Pacific in 1885. Two years later he began work for the Chicago, Rock Island & Pacific, with which company he has remained. He will start East in a few days, and his family will follow after the close of the hot weather season.

The Late William Cornelius.

AN OREGON PIONEER OF 1845.

HILLSBORO, Or., Aug. 5.—(Special.)—William Cornelius, who died at his home, near Mountaindale, Saturday evening, came to Oregon with his father, Benjamin Cornelius, in 1845. Deceased was born in Newton County, Missouri, March 31, 1834, and was but 11 years of age when he crossed the plains with his parents. In 1857, he was married to Miss Manda Barrett, of this county. His widow and three children survive—R. N. Cornelius and the Misses Lura and Eva, all of this city. Deceased was a brother of Hon. T. R. Cornelius, a Colonel in the early Indian Wars.

A. E. Cooper, of the Rock Island.

PETER POWER SENT TO JAIL.

And His Attorney, G. A. Lamb, Called to Account.

NEW YORK, Aug. 6.—The branch of the Peter Power suit, started to attempt to upset the Northern Pacific merger, in which the attorneys for the road have been trying to get Mr. Power into court for the purpose of examining him, reached an acute stage late today before Judge Lacombe in the United States Circuit Court. After some short proceedings the Court entered an order committing Mr. Power for 30 days. He also ordered George Alfred Lamb, counsel for Mr. Power, to appear August 20, to show cause why he (Mr. Lamb) should not be suspended or admonished for unprofessional conduct in connection with the case. The occasion for the orders was that though Mr. Power had been repeatedly ordered into court, he had paid no attention to the summonses and it was believed he was acting under the advice of his counsel in disregarding them.

Arranging Division of Rates.

SAN FRANCISCO, Aug. 6.—A number of prominent traffic officials of Pacific Coast terminal lines are here conferring on questions of divisions of rates and will remain in session for several days. The Great Northern is represented at the conference by F. B. Clark, general traffic manager, with headquarters at St. Paul, and the Northern Pacific is represented by Assistant General Freight Agent J. B. Baird, of St. Paul, and Assistant General Freight Agent S. G. Fulton, of Portland. A. N. Brown, general freight agent of the Rock Island's El Paso line at El Paso, is the representative of his company's interests at the meeting.

Money for Moffat Road.

DENVER, Aug. 6.—W. G. Evans, vice-president of the Northwestern Railway Company, has left for New York, carrying with him the mortgage of $22,500,000 on the Moffat road. Mr. Evans will lay the paper before the Mercantile Trust Company of New York. It will probably be a week before the company approves the mortgage and three or four weeks before the engraving and printing of the bonds is completed and the bonds turned over to the trust company.

TRACY ENDS HIS LIFE

(Continued on Page 12.)

men who were supporting the bar and were just about to take a drink allowed the drinks to wait while they read the news of the day.

Another newsboy who rushed into an ice cream and soda water store says that the women to whom he offered his papers for sale readily bought them, and that they discussed the life of the notorious outlaw with a good deal of freedom. Yesterday was "Tracy day" in Portland, and the newsboys reaped a harvest.

TRACY LEAVES A BOARD BILL.

Portland Woman Holds a Claim Against Man of That Name for $50.

Mrs. Rottner, 207 Market street, who now occupies the very house where David Merrill was arrested, and where Detective Weiner first met Harry Tracy, says she had a boarder named Harry Tracy at her former boarding-house, 284 First street. She was interviewed yesterday by an Oregonian man, and said:

"Remember I had a Harry Tracy as one of my boarders at the First-street house about the year 1890, and he remained with us about two years, but I cannot say if he is the Harry Tracy who was with Merrill. The Tracy I am speaking of owes me $50 for board, and if he is living I wish he would hurry up and pay it. If he is the Tracy who has just killed himself, why, I am $50 out. When Tracy lived at our house he said he worked in an East Side sawmill."

Smith an Ellensburg Man.

ELLENSBURG, Wash., Aug. 6.—(Special.)—Maurice Smith, a member of the posse securing Tracy, is an Ellensburg boy. He was raised here. His father, Jeff Smith, was a well-known pioneer. He always had the reputation of being "game."

AT THE HOTELS.

THE PORTLAND.

B Campbell, Chicago
J H Weist, wf & son, N Y
W C Sweeney, U S A
Lt Packer & wf, do
Lt Lincoln & wf, do
Lt Fravel, do
S H Bonnis, Milw
J Wackerwenter & wf, Chicago
E M O'Brien, Chicago
Geo Thorsell, do
C H Fitch, U S Geol Survey
Mrs A Mathews, Marquette, Mich
Ed Mathews, do
F J Schulchers, do
A R Katz, N Y
E P Wintermate, Taco
R E Gilchrist, Mich
F S Strahan, Mich
J P O'Brien, city
T F Wren, Spokane
T L Greenough, Missoula
Miss Aileen Guppy, Oakland
Miss Mary Stockton, Berkeley
Miss E Gray, Oakland
L E Ross, Manila
Dr Holland, U S A
C A Page, S F
P E Matson, Neb
M Healy & wf, Iowa
Miss Kate Healy, do
W Cross, Wash, D C
A Leits, wf, md and 3 chdn, Los Angeles
D L Casselman, M D, Los Angeles
Miss M Evans, Akron
F W Inman & wf, Akron, O
Dr P D Conyer, Denver
Frank Pierce, wf and son, Salt Lake
J F Morgan, Honolulu
W L Morgan, do
B Skeel, Jr, N Y
A W Williams, S F
M B Travis, Chicago
J M Doherty, N Y
J E McChine, S F
John Sheane and wife, maid and 3 chdn, Houston, Tex
H H Scovel, S F
Dan O Callaghan, S F
L A Phillip, S F
W W Gothie, S F
A E Dutton, N Y
E J Bowen, S F
H F Warner, St Paul
Geo A Packard, Boston
M Hoff, Baker City
A Y Stevens, Omaha
Mrs Angell, Neb
Miss Wright, Neb
Miss Edith Koch, San Jose
Miss Jane M Oliver, do
P Calligan, Alpena
Mrs J Beer, N Y
Mr & Mrs Geo Beer, N Y
Mrs Gus Greenfield, Tacoma
Mrs Mae Lobe, Tacoma
J B Noyes, West Superior, Wis
Jay Tuttle, do
A C Price, N M
W A Bethel, U S A

THE PERKINS.

Mrs W H Biggs, Wasco
Miss Alice Biggs, Denver
C Ashbury and fam, Gwybee, N W
Miss Carrie Gilley, Salt Lake
Miss Nell Larson, Salt Lake
O D Sturgess and wf, Arlington
Alfred Wollin and wf, Fargo
Mrs F D Butzer, Bucoda
Miss Kennedy, Iowa
E B Miller, Neb
D M Smith, Corvallis
E C Elder, Tacoma
R R McLeod, S F
Miss Catherine Goggin, Chicago
J J Collins, Albany
W S Washburn, Chgo
D A Hoag and wife, Hoquiam
D D Rogers, Hoquiam
Mrs Ed H Weber and daughters, Neb
E D Kinnon, Neb
Norris Jenkins, Burns
J M Kuney, Shaniko
Mrs M G Jenkins, Ontario
J M Page and son, do
Grace Allard, Pullman
Mrs J A Oats, do
Myrtin Stryhe, do
Dr C A O'Leary and wife, Woodburn
Mark F Jones, Spokan
Jas Craig, Princeton
W J Conners, B C
Win A Doyle, Seattle
C J Moore, Minn
O Penoyer, Minn
Thos Rice and wife, Everett
J N Miller and wife, St Louis
D Griffin & wf, Eugene
Mrs Gus La Fontaine and fam, Pendleton
J Ratman, St Paul
F A Megrath, St Paul
B K Russell, Manila
D R Thompson & wf, Rockfield, Minn
C M Johnson, Minn
M Belle Jacobs, Minn
C C Poppleton, Kan
J E Harrison, Salt Lk
S R Mackay, S F
W H Harlow, Chicago
R S Mau, S F
May Metcalf, Neb
M F Destiny, Goldendale
Earl Montgomery, do
F A Simpson, Waukegan, Ill
J M Simpson & wf, do
L B Colby, do
G J Frichman, Washington, D C
G W Dennington, city
W H Keegan, Salt Lk
A C Harney, Dalles
Mrs W H Conyers, Clatskanie
B H Robinson, Astoria
Miss C J Hayden, do
Miss M Smith, do
F M West, Lebanon
S Washburn, do
Hugh McCormick, Asto

THE IMPERIAL.

Joseph Connolly, K C
Margaret McDaniels, Kansas City
Geo D Keyser, Salt L
Helen A Keyser, do
Mrs A Keyser, do
B F Hawes, Boise
Mrs Hawes, do
W L Shirenk, Pendleton
Mrs W O Barnes, Asto
Miss Shuttwork, Ill
J W Chadsey, W W
Mrs Chadsey, W W
W W Steiwer, Fossil
F J Seufert, Dalles
L V Dulsee, Seattle
Wm Mason, Fairhaven
W D Simpson, St Paul
R Linderberger, Asto
F Spaulding, Dalles
Mrs Spaulding, do
Dr C R Radisky, S F
D Fullerton, Seattle
Mrs Fullerton, do
J H McDonald, do
Mrs M A Osgood, W W
Mrs H M Moffatt and md, Colfax
A W Gano, S F
A W Dunn, Oregon
W R Sargent, La Grd
L Timmins, Tacoma
Mrs E Fleming, Topeka
Miss L Reed, do
W I Midler, Chicago
Mrs Midler, do
Mrs J B Condon, The Dalles
Warren Wiley, S F
S W Johnson, Salem
B E Kennedy, Pendleton
W Wassen, S F
Mrs Wassen, S F
E Z Ferguson, Asto
L A Baker, Portland
Mrs Baker, do
Mrs W P Rauch, Goldendale
M W Cherington, Salm
Mrs Thos Irving, Cathlamet
I Irving, Cathlamet
Dr L S Irgens, N D
Mrs J E Price, Denver
H Price, do
A Price, do
Thos Branson, S F
Mrs Branson, S F
Ed McCoy, S F
F Warner, Mont
Mrs Warner, do
E S Clark, Oregon
Mrs Clark, do
W H Abbey, do
Mrs Abbey, do
Lena Scott, do
F P Hodges, Tacoma
Mrs Hodges, do
Mrs H E Cooper and sister, Pendleton
G A Hartman, Pendlet
Mrs Hartman, do
Miss Jessie Hartman, Pendleton
Fred Hartman, Pendleton
Miss L Hartman, do
J S Cooper, Indp
J N Williamson, Prineville
G J Farley, The Dalles
Miss E Bauer, N Y
F E Howe, Denver
W W Finlayson, Seattl

THE ST. CHARLES.

H R Faut, Toledo
Louis Calomb, do
C Weisenstein, Asto
J M Roberts, Lebanon
E R Maxfield, Dayton
Mrs R Hudson, Gray's River
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Alcohol Automobiles.

New York Tribune.

No innovation in European automobile practice within the last year or two has attained such importance as the trial of alcohol in place of gasoline. The attempt to effect a substitute has been stimulated by, if it did not originate in, two potent forces. One is the desire of the foreign farmers to find a use for the superabundant and cheap spirit manufactured from sugar-beet refuse and from potatoes. The other is the aggressively helpful attitude assumed by the French and German Governments. Several exhibitions have been held within the last few months to illustrate the many practical applications which can be made of alcohol; and in France, two months ago, an elaborate series of tests was made, under the auspices of the Minister of Agriculture, to show its special fitness for propelling vehicles. By the French it is customary to employ a mixture of alcohol and gasoline, and not the latter alone, because the gasoline engine can then be retained with little modification. In Germany an effort is being made to perfect a motor working on the same general principle—explosion—but different enough in details to burn pure alcohol. The problem has not been fully worked out yet, nor, for that matter, is the economy of alcohol fully ascertained. Enough is known on this point, however, and also as to its efficiency, to make it a formidable rival of gasoline in countries where there is no revenue tax on vegetable spirit.

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