MOHR SEES LIGHT

Getting Tangle Out of His Portage Railway.

THEN SALE OR COMPLETION

Present Railroads Would Prefer Not to Be Connected With It Unless It Shall Threaten—Oregon Portage Enterprise.

Paul F. Mohr says considerable progress has been made toward clearing up the affairs of his portage railroad enterprise, and that he has hopes of straightening out the tangle in which the whole matter has been for several months. The business of the construction company and the transportation company was so interwoven that when the former fell into trouble it carried the latter with it to some extent. That is, the construction company, by virtue of its relation to the transportation company, held certain equities in the property of the latter. These were a part of its assets, so when it fell into financial difficulties its creditors had an interest in those equities. Thus it came to be that the transportation company could not transfer its property and give a clear title, because of the claims of creditors against the construction company. Those claims have nearly all been adjusted on the basis of 50 per cent of their face, the unsecured claimants being paid off in cash and the secured claims being recognized in some form mutually satisfactory. Upon the completion of this adjustment all claims against the property of the transportation company arising from the construction account will have been extinguished, and the company will be in shape for further negotiations. It is probable that it will then be transferred to interests representing the Northern Pacific Railway. Or it is possible that another attempt will be made to put that transportation line in operation.

There is said to be rather close connection between these two propositions. The Northern Pacific would undoubtedly prefer not to own the property or be in any manner connected with it so long as the portage remains unused. The same is true of any other railroad in the Columbia Basin whose business would be disturbed by the operation of the portage. But rather than see it put into operation by a hostile power, the present railroads would probably be glad to buy the portage railroad in order to prevent its completion, or even to operate it themselves to prevent rate disturbances on their other lines. Therefore, transfer of the property, if it shall come to that, will be regarded as evidence of renewed vitality.

The purchase and operation of the Mohr portage road in the interest of either or both the railroads now controlling the traffic of the Columbia Basin might be the cheapest way out of the difficulty, from the standpoint of the railroads. So long as that route lies unused it holds possibilities of discomfort for the present railroad lines. They cannot buy it and hold it indefinitely without makng some sort of use of it. It is regarded as pretty well settled in these two states that no man can legally hold a franchise against the public interest. If use is made of it it may be held. To hold the franchise for that portage road without making use of it would subject it to forfeiture, and then the field would again be open to all comers. So Mr. Mohr is quite hopeful that the portage road will yet be opened for business, even if it be under auspices that will not greatly lower freight rates along the Columbia River.

It is said that at one time the interests now represented in the projected portage railroad on the Oregon side of the river, the new Dalles Railway & Navigation Company, wanted to buy the Mohr portage. The unsatisfactory condition of the Mohr property, however, did not admit of a sale at that time. Some now think there is an understanding between the forces controlling the two portage projects by which no conflict of interest will be permitted in that field, and that there is no hope that more than one of the lines will be built. This appears to be based on nothing more substantial than speculation, however.

The Dalles Railway & Navigation people report great success in getting contracts from the farmers to transport their grain at reduced rates for a term of years. A significant feature of these contracts is that by their terms they effectually protect the new company in case the old carriers should reduce rates to a ruinous basis. One-half of the saving to the farmer by competitors cutting below the contract price is to go to the new company. For example, if the contract is made on a basis of 30 cents where the present rate is $1, and the present lines should cut the rate to 40 cents for the purpose of ruining the opposition, one-half of the saving by reason of the ruinous cut would, under the terms of the contracts, go to the new company, whose operations would have resulted in the reduction of rates. Under this arrangement the company quoting the 40-cent rate would haul the freight and the portage railway company would get 20 cents a hundred without touching the traffic. Under this condition of affairs the new company believes it could not only live long, but also prosper. It would be under no expense itself, and it would still receive dividends earned by its angry competitor or competitors. There are people, however, so skeptical as to have doubts about the practical operation of this nicely laid plan of railroad men. But it is said the farmers are fairly falling over each other in their eagerness to sign the contracts.

MOFFAT'S ENGINEER HERE.

Doesn't Think Denver-Salt Lake Line Related to Great Central.

J. T. Milner, of Denver, who was until a short time ago chief engineer of the Moffat enterprise to build a short railroad between Denver and Salt Lake City, is in the city, and he incidentally called on Chief Engineer Kinney, of the Coos Bay Railroad, yesterday afternoon. Mr Milner says he is out to the Coast for recreation. His family is visiting the family of State Senator Baker, at Goldendale. Mr. Milner says he will go to Puget Sound today or tomorrow. He was formerly prominent in railroad affairs in that section as superintendent of the old Puget Sound Shore Road, and as manager of the Columbia & Puget Sound before it was purchased by the Northern Pacific.

In general terms Mr. Milner was ready to commend Oregon as the greatest field for development in the West, but in speaking of railroad affiliations he was a bit wary. He said he had heard a great deal lately about the Great Central Railroad to Coos Bay, but he had no idea what transcontinental railroad influence was behind it. He doubted that that would soon be known.

"It is not the active railroad builders and managers who are opposed to more railroad extensions," said Mr. Milner. "They are not the ones who are so dreadfully mysterious about these moves. I believe them when they say they do not know who is behind their enterprises, whether it be an old established road or one yet to build. The people who own the securities and like to clip their coupons regularly are the ones who frown on competition. On that account men who control money that builds new lines, especially when outside of the well-known pools, are not in a hurry to reveal their identity and invite the opposition that at once would be engendered. I don't think the Moffat road is in any way connected with the Coos Bay line. There is a lot of room for railroads yet in this country, and I, think they will come right along."

ROAD INTO MEXICO.

Down Western Coast From Los Angeles—Circular Issued.

LOS ANGELES, Aug. 19.—A circular issued in this city by the Cananea, Yaqui River & Pacific Railroad Company is said to foreshadow the eventual construction of the long-talked-of International North and South Railroad. Espes Randolph, general manager of Huntington's Pacific Coast Railway Company, at Los Angeles, has been made president and general manager of the new railroad, which will be known as the Cananea, Yaqui River & Pacific, a company bearing that name and composed of W. C. Greene and others, owners of the great copper mines, having been organized. The articles of incorporation have not been filed, but will be in a few days.

Mr. Randolph says that there will be a corps of engineers in the field at once to find routes for extensions of the Cananea road north and south. The plan contemplates a road north and south through Arizona, he says, and into the coal fields of New Mexico and Colorado, and south from Cananea lines will be run along the coast of the Gulf of California through Sonora and into Sinaloa. The Mexican Government has made concession of land and other rights to the company.

CASE OF THE ELBA LAGS

CRIMPS WILL PROBABLY NOT BE PROSECUTED.

Legal Procedures Would Cause Loss to Shipowners—No Complaints Yet Made.

It does not look as if much will come of the latest effort to repress crimping in this port. The reason is that no complaints have been made under either the Federal or state laws in the Elba case, and that none are likely to be made.

Attempt to prosecute the boarding-house runners alleged to have gone aboard the German steamship Elba and to have forced her crew to desert, would hold the vessel in port, and would cost her owners a large sum of money. Therefore it looks as if the steamship would engage another crew and sail away as if nothing had happened. This has been the rule in such troubles in the past, and the present case does not look like an exception.

There is no Federal law for the regulation of crimping, but there is a far-reaching state law. The Federal law limits the amount of money which boarding-house runners may collect on a sailor to one month's wages. The state law provides penalties for any person who entices or attempts to entice sailors away from ships. In detail it is as follows:

Section 1052—If any person or persons shall entice, persuade, or by any means attempt to persuade, any seaman to desert from, or without the permission of the officer then in command thereof to leave or depart therefrom, either temporarily or otherwise, any ship or steamer or other vessel while such ship, steamer or other vessel is within the waters under the jurisdiction of this state or within the waters of the concurrent jurisdiction of this state and the Territory of Washington, such person or persons shall, upon conviction thereof before any Justice of the Peace, or before a Circuit Court of this state, be punished by imprisonment in a county jail for not less than one nor more than six months, or by a fine not less than $50 nor more than $500, or by both fine and imprisonment.

Consul Lohan said yesterday that the matter rested in the hands of the United States and Oregon authorities. But United States District Attorney Hall said that the case came properly under the Oregon law, and that no complaints had been made at his office. District Attorney Chamberlain said that he had not been called upon either. "No complaint has been lodged at this office," said he. "When one is made here, I am ready to act."

Consul Lohan declared yesterday that he was going to force the issue. His duty to the German Government required it, he said. He trusted that the Government authorities here would co-operate with him. He declined to reveal what recourse he had in view. "This is not alone our affair," he added, "but it concerns the Consuls of all nations that send ships here. It also concerns the citizens of Portland, and I don't see why they permit the abuse to continue. It will cost the owners of the Elba about $1500 to secure a new crew. This is a big outlay of money at the present stage of low freights.

"Yes, I will pursue this matter thoroughly. I have been in the German Consular service too many years to be intimidated by boarding-house runners."

DREDGE IS BUSY.

Trouble at Mouth of Willamette Caused by Cross Current.

The British ships Euphrosyne and Brambletye are still at the mouth of the Willamette River, awaiting opportunity to get up steam. The Euphrosyne has no charter and is in no hurry, but the captain of the Brambletye is very impatient. The city dredge has been working there for some time, and will have the channel fully open by tomorrow. In the past week it has been doing especially hard stunts, in order to let by the two delayed vessels.

The primary cause is the wide angle at which the Willamette and Columbia Rivers come together. At this confluence bars form every year, through which the dredge has to dig a channel. President Banfield, of the Port of Portland, said yesterday that if the two rivers could be brought together by means of dykes, so that the currents of each would flow toward the point of confluence in more of the same direction, most of the trouble would be obviated. He said the Port of Portland Commission had considered the subject. As the channel is now, it meets the Columbia River nearly at right angles.

Mr. Banfield said that what had stopped the Euphrosyne and Brambletye was a narrow ridge that had formed after the dredge's progress up stream. The pump had not carried away all the sand that the cutter had stirred up, and the surplus sand, by the aid of the current, had formed into a narrow ridge behind the dredge. The fact that when the bow of the Euphrosyne rested on bottom her stern was in six fathoms of water proves this. When she was pulled off, she anchored in seven fathoms of water, not 100 yards from the shallow place.

"The mouth of the Willamette is in as good condition for navigation as ever it was at this time of year," said Mr. Banfield, "and within two days ships will find all the water they need, whether going up the river or coming down."

There is already a deep enough channel, but owing to the cross current of the Columbia, it will have to be widened. It has been proposed to close up the mouth of Columbia Slough as a means toward remedying the trouble at the mouth of the river. The object would be to shut off the back current, which sweeps up the Slough in the manner of an eddy. Residents on Columbia Slough would probably oppose any such plan.

FORREST HALL IN PORT.

Peter Rickmers and Austrasia Reported Outside.

The British ship Forrest Hall arrived at Astoria yesterday from Hong Kong. She made the voyage across the Pacific in 49 days. The vessel comes in ballast, and is consigned to the Portland Flouring Mills to load grain for the United Kingdom. She was chartered some time prior to her arrival at 29 shillings. She has a register of 1299 net tons.

Two other inbound ships, ballast-laden, showed up off the mouth of the river—the German ship Peter Rickmers and the British bark Austrasia. The Austrasia brought surprise with her, for it was not thought she was near at hand, her date of departure from the Orient not having been reported. Her charterers are Eppinger & Co. The vessel was engaged at 28s 9d for United Kingdom.

The big carrier Peter Rickmers, 2325 net tons, came from Hiogo in the good time of 21 days. She will be loaded by Balfour, Guthrie & Co., for Europe. She is a 25-shilling ship, the lowest rate for new-crop loading.

Two grain ships arrived at Puget Sound yesterday the British ships W. J. Pirrie, from New York and Shanghai, and the Slieve Roe, from Antwerp. The Pirrie is chartered to load for Balfour, Guthrie & Co. She made the voyage from the Oriental port in 44 days. She is of 2397 net tons, and her rate of charter is 28 shillings.

The Slieve Roe is an old iron ship, 1608 net tons, having been built in 1878. She is on the disengaged list. There are two other free grain ships at Puget Sound, the British ship Yola and the British bark Alice A. Leigh.

At Portland the British ships Euphrosyne and Dimsdale are still on the disengaged list. Freights have hardened in the past few days, and shipowners are holding more stiffly at about 27s 6d.

SAILOR SUES FOR DAMAGES.

Asks for $5000 From Owners of Eskasoni—Vessel Ready to Sail.

In the United States District Court yesterday Michael Sheehan, a seaman, began a suit in libel against the ship Eskasoni, which is now lying in the stream, and of which Thomas Townsend is master. The libellant alleges that in November, 1901, when the vessel was in New York harbor, he shipped for a voyage to Japan. On the high seas in March, 1902, he fell on the deck and dislocated his left shoulder and arm. He asserts that it was the duty of the master to have given him medical attendance, but instead, Captain Townsend neglected to treat him for his injuries. In consequence he suffered great pain, and he asks for damages in the sum of $5000. The Eskasoni has received her cargo, and is ready to sail out of the port.

Smallpox on Board.

CHICAGO, Aug. 19.—For the first time in many years the yellow flag of smallpox quarantine is flying from a ship in the Chicago harbor. Early today the Huron City, a big lumber freighter, with a cargo of cedar ties, arrived in port from the Northern Michigan pineries, and its officers notified the health authorities that smallpox had broken out on board. The boat will be held for a week, and the cargo will probably be burned. Physicians of the health department are much interested in the quarantine, inasmuch as medical authorities recently have been exploiting the theory that many smallpox germs are carried from infected lumber camps in cedar logs.

Brig Returns From Fanning Island.

PORT TOWNSEND, Aug. 19.—Brig Gallilee arrived this morning from Fanning Island. Gallilee left San Francisco two months ago with a force of 30 men and a large quantity of building material to establish a station for the British Cable Company. Passage to the island was made in 19 days. The brig was 15 days discharging cargo and 25 days on voyage to Port Townsend.

Captain Treanor, of the Gallilee, states that the island is inhabited by George E. Gregg, his wife and son, and 30 Gilbert Islanders, employed by Gregg to pick cocoanuts. The island is of coral formation and not over four feet high. Fresh water is plentiful.

Marine Notes.

The British ship Dimsdale has finished discharging her inbound cargo of coal at Oceanic dock.

The British bark Rountenburn will probably finish discharging ballast today at Montgomery dock No. 2.

The schooners Forest Home and John A. will complete cargoes today or tomorrow.

The steamship Elba moved back to Albina yesterday from Greenwich dock, after having received about 1000 tons of cargo.

The French bark Cambronne and schooner Transit will start up from Astoria today.

Domestic and Foreign Ports.

ASTORIA, Aug. 19.—Arrived at 11:40 A. M.—British bark Forrest Hall, from Hong Kong. Outside at 10:30 A. M.—German ship Peter Rickmers and British bark Austrasia. Condition of the bar at 5 P. M., moderate; wind, northwest; weather, hazy.

Port Townsend, Aug. 19.—Arrived 18th—British ship W. J. Pirrie, from Shanghai.

Seattle, Aug. 19.—Arrived—British ship Slieve Roe, from Antwerp.

San Francisco, Aug. 19.—Sailed—Schooner Olga, for Portland.

Seattle, Aug. 19.—Sailed—Steamer Hawaiian, for Honolulu; steamer Cottage City, for Skagway. Arrived—British ship Slieve Roe; schooner Corona, from Port Blakeley; steamer Brunswick, from Dutch Harbor.

Bremen, Aug. 19.—Arrived—Kaiser Wilhelm der Grosse, from New York.

Hong Kong, Aug. 19.—Arrived 16th—Doric, from San Francisco via Honolulu, etc.

Sydney, Aug. 19.—Arrived previously—Moana, from Vancouver via Honolulu and Brisbane; Ventura, from San Francisco via Honolulu and Auckland.

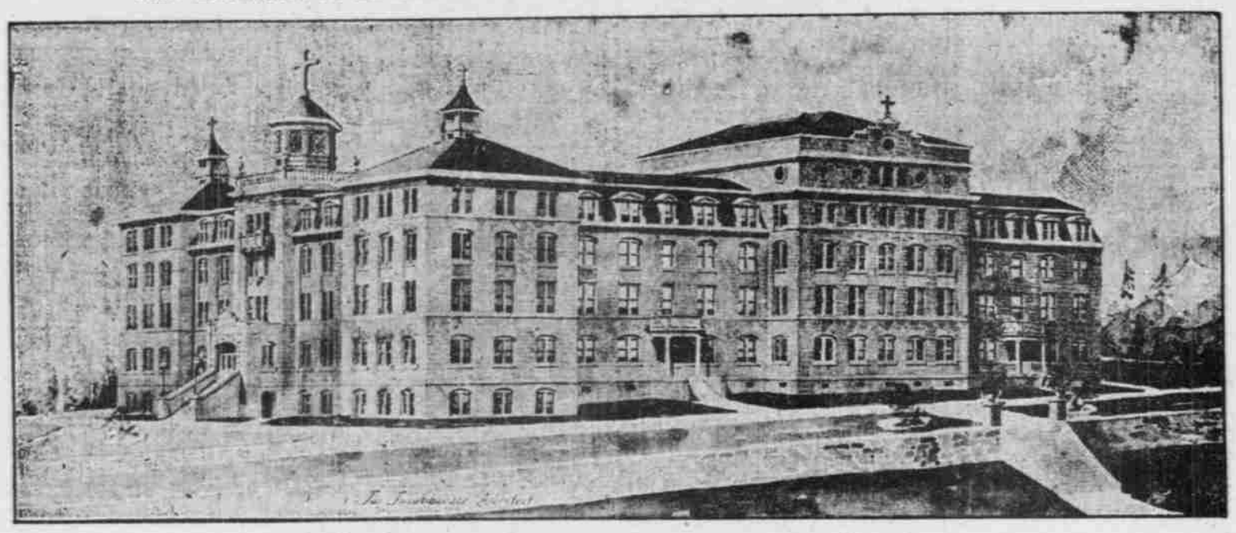
Antwerp, Aug. 19.—Arrived—Friesland, from New York.

Moville, Aug. 19.—Arrived—Furnessia, from New York for Glasgow.

New York, Aug. 19.—Sailed—Kaiserine Maria Theresa, for Bremen via Plymouth and Cherbourg; Moltke, for Hamburg via Plymouth and Cherbourg.

San Francisco, Aug. 19.—Arrived—Steamer Wellington, from Ladysmith; schooner Pender Brothers, from Suislaw River. Sailed—Steamer Umatilla, for Victoria; schooner Berwick, for Coquille River.

NEW BUILDING TO BE COMPLETED BY THE BENEDICTINE FATHERS AT MOUNT ANGEL.



ADDITION IS PLANNED, MAKING TOTAL COST $135,000.

MOUNT ANGEL, Or., Aug. 19.—(Special.)—Architect J. Jacobberger, of Portland, has drawn plans for an extensive addition to the new building which has been nearly completed for the Benedictine Fathers at Mount Angel. The main building, which appears in the left of the picture, is now under roof, and will be occupied by the fathers for their own use. The new addition will, like the main building, have a concrete backing and a stone facing, and will cost in the neighborhood of $65,000, making a total expenditure of something like $135,000. This wing will be used for college purposes exclusively, and will be 210 feet in length, making the entire frontage 424 feet. The greater part will be four stories in height, though one section will reach five. The ground floor will include the study hall, the recitation-rooms and the commercial department. On the next floor will be the museums, the chemical laboratory, the music-room and the remainder of the recitation-rooms, while the dormitories, including 60 private rooms, will occupy the third and fourth stories. The top floor will be used as an assembly hall, and will have a stage and dressing-rooms in preparation for amateur dramatics.

This plan, ambitious as it is, merely represents about one-fifth of the buildings which the Benedictine Fathers have in contemplation, and when the whole scheme is complete, there will be a remarkably large and well equipped school at Mount Angel. A printing office and small manual training school are now in an inadequate building near the main school, and these will be improved to meet the needs of this constantly growing institution. The new edifice will not only be a great improvement over the old wooden building, but the site, as regards elevation, is a far more happy one. The structure which has stood duty for so many years was situated in a decided hollow, while the new location is distinctively beautiful, commanding a wide range of vision, and is one of the highest points in the entire Valley. These improvements will be finished when the school session opens next year.

PETER POWER GOES TO JAIL.

Hearing in the Merger Case Postponed Until Thursday.

NEW YORK, Aug. 19.—Peter Power, who was named as plaintiff in a suit brought to prevent the turning over of the stock of the Northern Pacific Railroad to the Northern Securities Company, arrived here today from Montreal, accompanied by George Alfred Lamb, the attorney in the suit against the Northern Securities Company. Power was sentenced to 30 days' imprisonment recently for contempt of court in refusing to obey a summons ordering him to appear and testify in the proceedings begun in his name. Power surrendered himself to United States Marshal Henkel, and was taken to the Ludlow-street Jail.

A hearing in the proceedings at which Power was to have testified was set for today, but was adjourned until Thursday. Attorney Lamb tried to get an order for Power's release from jail long enough to permit him to testify, but, as Judge Lacombe did not reach the city until after 3 o'clock, the hearing went over.

Chicago & Eastern Illinois Profits.

CHICAGO, Aug. 19.—The annual report of the Chicago & Eastern Illinois Railroad Company for the year ended June 30, 1902, has just been issued. The net earnings for the year show an increase of nearly $400,000. The mileage operated was 737.65 miles. Gross receipts were $6,277,493, as compared with $5,659,446 the previous year, an increase of $618,047, or 10.92 per cent. Operating expenses were $3,466,243, as compared with $3,245,760, an increase of 6.79 per cent. Taxes were $283,489, as compared with $225,533, an increase of 3.53 per cent.

Net receipts from traffic this year were $2,577,761, against $2,188,152 last year, an increase of $389,608, or 17.81 per cent. The net income after deducting charges amounted to $1,448,881. Dividends of 6 per cent on preferred and 6 per cent on common stock were paid during the year, amounting to $607,171, leaving a net surplus of $841,710, most of which was used in constructing permanent betterments and new equipment.

Railway Merger in the South.

JACKSON, Miss., Aug. 19.—The Mississippi Railroad Commission today declined to authorize the State Attorney-General to attack the alleged merger of the Southern and the Mobile & Ohio Railroad Companies. The commission declares that if the merger is illegal, the Attorney-General has the power to bring suit against the railroads on his own volition.

Railroad Notes.

Assistant Traffic Director B. Campbell and wife left Monday night on their return to Chicago.

G. K. Smith, chief clerk of Vice-President and Manager Bancroft of the Oregon Short Line, arrived from Salt Lake City with his family yesterday and will spend two weeks seeking pleasure in these parts.

The big new locomotive of the Columbia Southern left the O. R. & N. shops in Albina yesterday after getting some of her boxes newly babbitted, and ran back to her own line at Biggs. She is an oil burner and for that reason, as well as for her huge size, was something of a novelty in Portland.

Dr. H. F. Ong, of Wendling, Lane County, is the inventor of a device calculated to prevent accident through an uncertain switch signal or target. It will not show "safe" until the switch is actually locked in place, the raising and lowering of the lock lever rather than the throwing of the switch actuating the signal. The ordinary signal is actuated by throwing the switch and the switch may be tampered with, and the signal still show largely "safe." The O. R. & N. is making a trial of the new device to test its merit. It may be attached to any ordinary switch post.

Many persons keep Carter's Little Liver Pills on hand to prevent bilious attacks, sick headache, dizziness, and find them just what they need.

Luxuriant hair with its youthful color assured by using Parker's Hair Balsam.

Hindercorns, the best cure for corns. 15cts.

BLOWING UP OF KIA CHIH

Particulars of the Explosion of the Chinese Cruiser.

WASHINGTON, Aug. 19.—The Navy Department has received information concerning the explosion which completely wrecked the Chinese cruiser Kia Chih June 22 last, while the ship was lying at her station off Shanghai. The explosion occurred at 12:35 P. M. The vessel was blown to pieces, and all of the officers and men, about 130, were lost, with the exception of a seaman, who was picked up slightly wounded. The jar of the explosion was felt on the United States steamship Helena, which was lying about half a mile distant. The report was described as a sharp, tearing sound, resembling a gun fired with smokeless powder close by, and afterward an immense column of smoke rose to a great height, the air being filled with broken and burning fragments of the ship, as well as shells and scraps of metal. The force of the explosion threw most of the projectiles in an opposite direction from the Helena, and no injury was caused to that vessel by falling fragments. In less than two minutes after the explosion six boats from the Helena, under the personal direction of Commander R. R. Ingersoll, were skimming toward the wreck. A heavy pall of smoke settled over the spot, and when it cleared away the bow of the Kia Chih was seen sticking up in the air. The surface of the river was covered for many acres with many splinters of woodwork, but there was no sign of life. The cause of the explosion could not be ascertained definitely, but it was believed that either the careless handling of ammunition, or the want of care in using lights in or near the magazine was accountable for it.

Peat a Substitute for Coal.

NEW YORK, Aug. 19.—Successful tests have just been made of the tuft or bog of the New Jersey lowlands around West New York to ascerthin whether it can be used as a substitute fuel in place of coal or coke for the Winter season. Ex-Alderman O. L. Auf der Heide, Inspector of Sewer Work in West New York, and John Kelly, an expert on Irish peat, dug up great chunks of the turf and took the samples to a blacksmith shop. It was found to burn readily on the forge after it had once become dry. It turned to a ruddy glow, and seemed to hold its fire as long as anthracite or soft coal. There is almost an unlimited supply of the turf or "Jersey peat," as they are beginning to style it, in the vicinity of West New York. Along the tracks of the Hudson Heights street railroads to the south and east for more than a mile there is a wide-spreading meadow of it.

A New York Mystery.

NEW YORK, Aug. 19.—The police have a mystery to solve in the finding in the North River, near the Battery, of teh body of a man with the right leg missing. Two hours later a right leg of a man was found floating in Gravesend Bay, about five miles south of where the body was picked up. What puzzles the police is the fact that while the body was found denuded of clothing, the leg was dressed in dark gray striped trousers, a white sock and lace shoes. The proportions of the leg and the body, as reported by the police, indicate that together they make up one person. The man was about 35 years old, 5 feet 10 inches tall, and weighed about 225 pounds. The appearance of the leg indicates that it had been severed at the thigh by some sharp instrument, much after the manner that a butcher wields a knife. In the trousers pocket was found a gold ring, studded with three amethysts.

St. Paul Flyer Derailed.

NEENAH, Wis., Aug. 19.—The Wisconsin Central "St. Paul Flyer" was derailed shortly after midnight one mile west of Fremont while running at the rate of 55 miles an hour. Nearly 300 passengers were on the train, and all of the coaches left the track except the rear truck of the last sleeper. The entire train narrowly escaped being precipitated over an embankment.

The cause of the accident is unknown, but probably was due to the spreading of the rails. Nine persons were severely injured and all of the passengers were badly shaken up.

Mob Bent on Lynching.

JEFFERSON, O., Aug. 19.—A mob surrounded the jail here today, threatening to lynch John Grooms, a negro, who last night assaulted two old ladies, Harriet and Sabrina Hopkins. Several hysterical women in the crowd incited the men to take the law into their hands. Grooms is said to have chewed an ear off one of his victims, and torn the flesh from the arm of the other with his teeth. The women identified Grooms as their assailant, and his hat and part of his clothing were found in the Hopkins field.

Rose Coghlan's Accident.

HELENA, Mont., Aug. 19.—Rose Coghlan, the actress, was severely injured last night because she mistook a bottle of carbolic acid for a face lotion. She applied the acid to her face in a dark room, and barely escaped destroying her eyesight. Her face was badly burned before she discovered her error.

An Apple Trust.

ST. LOUIS, Aug. 19.—About 25 prominent apple-growers of Kansas, Nebraska, Indiana, Missouri, Arkansas and Illinois met here for the purpose, it is said, of uniting the commercial apple-growers of the United States and Canada into an organization to regulate the price of that fruit.

Iowa College Burned.

OTTUMWA, Iowa, Aug. 19.—Fire of unknown origin today destroyed Parsons College at Fairfield, a Presbyterian institution founded in 1875. The loss is $50,000; insurance, half.

Purify, vitalize and enrich the blood and gain strength by taking Hood's Sarsaparilla.

Mellin's

Food is to be used with fresh milk. Any other form of milk is unfit for infant feeding.

Our book, "Mellin's Food Babies," tells about Mellin's Food. Will be sent free.

Mellin's Food Co., Boston, Mass.

Heart Disease

retards the circulation, weakens the stomach, deranges digestion, pollutes the blood, destroys the nervous force and saps the vitality of the whole system. It causes pains in the side, palpitation, shortness of breath, smothering, dropsical swellings, sinking spells, and frequently ends all suffering in sudden death. Why tempt death when a cure is within easy reach?

"My head would get so hot it seemed to be burning up, while my feet were like ice. My limbs would swell and get numb. I had to sit in a chair day and night for months and my heart throbbed and pained me terribly. After using three bottles of Dr. Miles' Heart Cure I could do a good days work."

J. M. MACLAY, Shippensburg, Pa.

Dr. Miles' Heart Cure

never fails to relieve, and few cases are too severe for it to cure. Sold by druggists on guarantee.

Dr. Miles Medical Co., Elkhart, Ind.

A·B·C BOHEMIAN

Pure, Pale and Sparkling.

Bottled Only at the Brewery in St. Louis.

Order from Fleckenstein-Mayer Co.

DR BURKHART'S VEGETABLE COMPOUND

Positively cures LaGrippe, Malaria, Biliousness, Liver Troubles, Rheumatism, Pains in Shoulders, Catarrh, Palpitation of the Heart, Pain in the Side, Sick or Bloated Stomach, and Female Diseases, Sleeplessness, Bad Memory, etc. 30 days' treatment 25 cts. All Druggists'.

"ALL WRIGHT-FOR MORE THAN HALF A CENTURY"

McMUNN'S ELIXIR OF OPIUM

Possesses all the sedative and anodyne qualities of Opium, but produces no sickness of the stomach. In acute nervous disorders it is an invaluable remedy. Recommended by best Physicians everywhere.

WRIGHT'S INDIAN VEGETABLE PILL CO., New York.

MORPHINE AND ALL DRUG HABITS GURED ABSOLUTELY.

A FREE BOOK sent on request. No pain or absence from work. All craving for drugs ceases at once. WE ESPECIALLY DESIRE CASES WHERE OTHER CURES HAVE FAILED. Correspondence strictly confidential. Consultation free. Call or write Dr. Bruce D. Kimmis, The Cosmos bldg., 208½ Morrison st., rooms, 25, 26, Portland, Or.

(CURE GUARANTEED.)

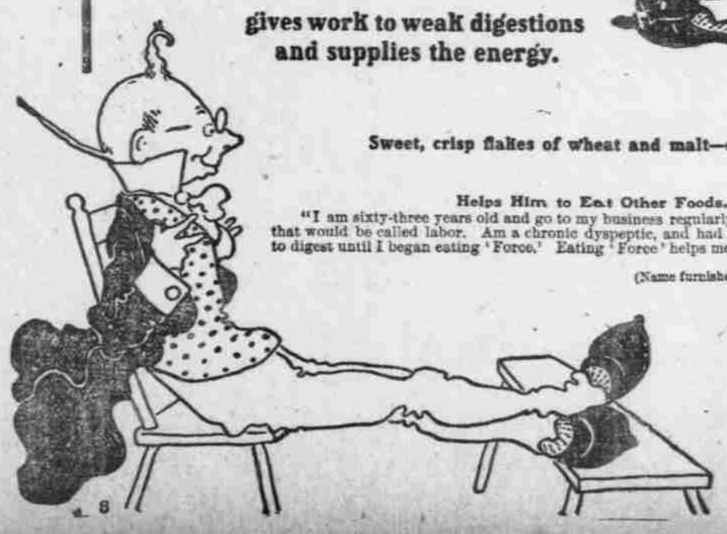
Radway's Ready Relief is a cure for every pain, toothache, headache, neuralgia, rheumatism.

Jim Dumps had tried some time in vain
To ease an after-dinner pain
Which gnawed at him his belt below,
And filled his world with indigo.
Dyspepsia now can't bother him
For "FORCE" has made him "Sunny Jim."

"Force"

The Ready-to-Serve Cereal

gives work to weak digestions and supplies the energy.



Sweet, crisp flakes of wheat and malt—eaten cold.

Helps Him to Eat Other Foods.

"I am sixty-three years old and go to my business regularly, though doing very little that would be called labor. Am a chronic dyspeptic, and had more appetite than ability to digest until I began eating 'Force.' Eating 'Force' helps me to digest other foods."

(Name furnished on application.)