

WANT THE LUMBER
Timber of Central Oregon
Desired for Freight.

RAILROAD MAY GO VIA SANTIAM

Extension of Corvallis & Eastern
Would Offer Short Route to Main
Line of O. R. & N.—Willing to
Make Trackage Agreement.

Now that the Columbia River & Northern is in shape to bring into Portland the trade of a large and rapidly growing section of the Columbia Valley, there will be a revival of the interest in the proposed extension of the Corvallis & Eastern. The Columbia Southern, through the fact that it will have with the completion of the portage railroad an independent route into Portland, has a strong point in its favor, but since the recently printed views of Mr. Nash and Mr. Hammond on Central Oregon trade and transportation, a number of people are inclined to favor going into the new country by a less direct route. The representatives of Mr. Harriman have stated that they regarded the timber resources of Central Oregon as greater value from a railroad standpoint than anything else in that part of the state. A market for practically all of this timber must be found in the East, and the objection raised by the Harriman people to taking it out over a proposed extension of the Columbia Southern is that it would be a long, roundabout haul out to Biggs and thence east over the O. R. & N. They claim that if the timber belt of the Deschutes is tapped by a road, it should be one which would make the shortest possible haul from Central Oregon to the Eastern market.

An extension of the Corvallis & Eastern railroad from its present terminus across the state to Ontario would offer this short route to the main line of the O. R. & N., and would land this lumber at Ontario with a haul of not more than 100 miles. This would be necessary in taking it out by way of Biggs. The Corvallis & Eastern is already completed to the edge of the Warm Springs Agency country, which promises to be a remarkably productive forest region, and surveys made on easy grades extend clear across the state to Ontario.

The cost of the line from the present terminus of the Corvallis & Eastern to the Deschutes would be but little greater than that of the proposed extension of the Columbia Southern, and when the Deschutes is reached a sufficiently alluring field would be opened up to warrant the extension of the road out through the Harney and Malheur country.

Mr. Hammond is on record as saying that he will make trackage arrangements with any company that will connect with the Corvallis & Eastern, or he will sell that road outright. The wonderful timber resources which already make a big market for the lumber of the thriving settlements at Mill City, Halstead, Berry, Detroit and Iona, insure nearly as good a revenue for the road already completed as is enjoyed by the Columbia Southern in its present shape. The Deschutes Echo is authority for the statement that the Corvallis & Eastern route is more favored by the timber interests in the Deschutes than any other proposed route. Under date of July 11 that paper printed the following:

On the 25th day of this month a newly formed organization of Minnesota, Wisconsin and Oregon lumbermen met in the city of Chicago for the purpose of sending a committee to confer with Harriman, when he returns from Europe in the latter part of August. In the question of an Eastern connection for marketing the timber of this section. The purpose of the meeting is also to arrange for Mr. Harriman's benefit, which is the most important of freightage that the organization could give a railroad and also find out whether he is desirous of owning and controlling the tapping route or what terms he might offer. The Corvallis & Eastern route has so far been the only route under the consideration of this organization. We are in receipt of a letter from the secretary of the organization containing detailed information as to the amount of support the irrigation projects in this region would give a railroad, also for information as to the progress in irrigation work. This looks like real business.

The construction of this road across the state from west to east, while it might have the effect of heading off the timber of the Columbia Southern, the construction of the Columbia Southern extension as far south as the timber belt, would only temporarily keep it out of the wheat region of the Haystack and Agency Plains country. The Columbia Southern has a downhill haul to tide-water, and in connection with the portage road could probably land wheat at Portland cheaper than any other road that goes into Central Oregon. The Northern Pacific Railroad will be "just across the river" from Biggs within a short time, and if its characteristic aggressiveness is still in evidence it may in due season be hauling yellow pine lumber out of Central Oregon from south to north, while the Corvallis & Eastern is in similar business with a west to east haul.

ARCHBISHOP IN DAWSON

Most Rev. Alexander Christie Warmly Welcomed in the North.
The visit of Archbishop Alexander Christie, D. D., to Dawson is described as follows in the Dawson Daily News of July 4:
"The most Reverend Alexander Christie, D. D., archbishop of the Catholic church, with headquarters at Portland, Or., who arrived on the Selkirk, will remain in Dawson until the first steamer leaves for the Lower Yukon."
"Archbishop Christie is known as the archbishop of Oregon City, the name being taken from the oldest town in the State of Oregon. His province includes the States of Oregon, Idaho, Montana and Washington, and the district of Alaska. For many years he was afflicted with the St. Paul archdiocese as rector of St. Stephen's Church at Minneapolis. June 25, 1898, he was consecrated bishop of Victoria, Vancouver island, and April 11, 1899, promoted to the archbishopric of Oregon City."

The present trip of Archbishop Christie, he says, is merely for sight-seeing and recreation. He may go as far north as Nome.
"My time is limited," says the archbishop, "and I may have to turn back sooner than I desire. I intend, if my time is sufficient, to go to St. Michael, and Nome. I shall leave for the Lower Yukon on the first steamer going down the river from Dawson."
"It is a pleasant surprise to me to find Dawson such a well-governed and orderly place. I was on the streets yesterday, and saw no rowdiness or drunkenness."
"I am delighted with the North. The scenery is marvelous. I also am pleased with the people I have met in my travels in the North. We spent last Sunday at Skagway and I was delighted with the people there. I did not have an opportunity to visit Juneau, but will do so on my return trip. The transportation companies also have shown us the greatest courtesy."
Father Rene, prefect apostolic for Alaska, will pass through Dawson en route to the Lower Yukon on a tour of inspection this summer. He may be here within ten days or two weeks. He has made several trips to the Lower Yukon. His headquarters are in Juneau, Alaska.
"Father Jacques, who lost his mind at

Nome last fall and was taken outside for treatment has recovered his sanity but he is not in as good health as he should be. He probably will be fully recovered within a short time. He is in Southern California. I think the Northern climate must have had much to do with his unfortunate experience last fall. He has suffered from rheumatism, and that may have aggravated his case."
"The archbishop is a man of exceptionally large physical stature. He is tall and commanding and has in his appearance the attributes of a man of capacity and strength. His speech is firm yet tempered with courtesy in every tone. The archbishop is a man beyond middle life, but is buoyant of spirit. His hair is slightly gray and his eyes a clear blue."
"Sir Alexander McDonald, ecclesiastical knight of the Catholic church, has invited the archbishop to take a trip to the Klondike, and the distinguished visitor may make the trip within the next two or three days."

VISIT NATIONAL PARK.

Deputy County Assessor Maxwell Returns From Vacation Trip.

After a two weeks' vacation spent amid the wonders and the wonderful scenery at the Yellowstone National Park, Deputy County Assessor L. H. Maxwell returned to his labors yesterday. He is now more than convinced that the United States is the greatest Nation on earth, and has the largest, most magnificent and wonderful



PROPOSED ROUTE OF EXTENSION OF CORVALLIS & EASTERN RAILROAD THROUGH CENTRAL OREGON.

park in the world. He was accompanied by his mother and they made the tour of the park in a company with a German Count, a Spanish professor of chemistry from a university at Barcelona, and a pair of globe trotters, one from New York and the other from London, all of whom have been practically all over the world, and all of whom confessed that they had nowhere seen such wonders of nature or such grandeur of scenery as that in the Yellowstone Park. They took a coach for the trip through the park over four steel bridges and splendid roads and found accommodations at first-class hotels, the coach stopping for them whenever they decided to tarry over night.

The Pacific Coast Association of Traffic Agents endorsed the plan of bringing the National Association to Portland in 1906, at the February meeting held at Ashland. The minutes of that meeting show M. J. Roche, Portland representative of the Rio Grande, proposed the plan, and it was adopted. Since that time it has developed that St. Louis will not want the passenger agent's meeting in 1904, and the Portland campaign was changed to bring the traveling passenger agents here next year.
An officer of the Coast organization, Portland traffic man, expected Mr. Adams to support the action of the Coast meeting. There has never been any official action that would indicate any intention on the part of the traffic men to abandon their dignity and Mr. Adams' representations at Seattle are regarded in an unfriendly light.
An offer of assistance in the Portland fight came a few days ago from the president of the National Association of Traffic Agents in the person of Mr. Anderson, Houston, who hereafter attend to all passenger matters of the company east of El Paso.

"There are many bears in the park, and the waste and garbage from the various hotels is carried and dumped in places where the bears come down to clean it up, which they do in fine style, licking the empty tin cans clean. Parties of guests staying at the hotels go out at dusk to see the bears come down out of the hills to feed. One evening, while several old black bears and cubs were eating, some one made a noise which started the bears, who do not get so tame as the elk, and they started off on a run, while the guests also made a break for the hotel at top speed. Another evening a party had waited for the bears for some time and presently a huge grizzly came down on a run and some of the crowd ran for the hotel while others climbed trees. The 'chief' of one of the hotels, while waiting to see the bears one evening, was startled by the 'woof, woof' of a bear, which came snorting out of the brush, and he climbed a tree till he could go no higher and remained there till the bear went away. He was more scared than he went when told that bears could climb trees faster than he could.

STILL BOOMING OREGON.

Edyth Tozier Weathered Interviewed by Atlantic City Press.
"Yes, I am from away out in Oregon, and it is so far West that it begins to be East; for we are in close touch with the Orient, the islands of the Pacific and, in fact, the world's oldest country untroubled in natural endowments, cultivated resources, vast opportunities and marvelous possibilities. Our climate is neither severe in Winter nor extreme in Summer."
"You Easterners go yearly to Europe, rave over the grandeur of scenery, leaving the impression that the Creator neglected Uncle Sam's great plantation, when here and far beyond the Rockies, we can present a panorama unsurpassed on the globe."
"In the great Northwest gigantic mountains of perpetual snow tower high into the blue heavens. Waterfalls leap hundreds of feet into lordly rivers and pour through gorgeous natural waterways to the sea. Our valleys are rich in fields of wheat and other grain, three to five thousand acres in one plot, and massive forests, where trees stand two and three hundred feet, 10 to 12 feet in diameter, for a distance of 50 feet."
"In 1905 the Oregon country will celebrate the 100th anniversary of the expedition of Lewis and Clark, sent out by President Thomas Jefferson. Great and grand preparations are going on, all of which will be finished by May 1, 1905, and the world is invited to come and view the resources of America and the Orient."
"We also hope to have the International League of Press Clubs with us in June of that year, feeling that their entertainment will surpass all previous occasions."

BUSINESS ITEMS.
If Baby is Cutting Teeth.
Be sure and use that old and well-tried remedy, Dr. Williams' Baby's Syrup. It soothes the gums, allays all pain, cures wind colic and diarrhoea.

GLAD HAND FOR ANYBODY

ADVISES THAT PASSENGER AGENTS MEET EVERYWHERE.

Jay Adams, President of Association, Gives Out Interviews With Lavish Hand.

Jay Adams, Pacific Coast passenger agent of the Nickel Plate, is distributing the 1904 meeting of the American Association of Traveling Passenger Agents with a lavishness that suggests the idea that he controls the meeting. A few days ago he hurried into Portland from San Francisco and gave forth a written interview advocating the cause of this city. He rushed off from Portland to Puget Sound, and found his way into the Seattle papers with the declaration that there was no place like Seattle for the meeting, and that city should have it if it hustled. Portland railroad men are expecting a similar promise to develop at Tacoma and other Northwest points.

The only significance to Mr. Adams' recommendations is that he is president of the Pacific Coast Association of Traffic Agents. He has given out his interviews

WHY WEATHER WAS WARM

HUMIDITY RESPONSIBLE FOR MUCH OF YESTERDAY'S DISCOMFORT.

Thermometer Registers 91 Degrees and Although it Has Been Hotter Before, Heat Was Oppressive.
Mr. Beale, the weather man, says that it was hot yesterday because of the humidity. That's a word that sounds nice and cool, but if he says that the humidity is responsible, it must be so. Mr. Beale sat in his shady retreat in the Federal building and saw the thermometer go up to 91 deg. without a quail. Meanwhile the man on the street and the woman over the kitchen stove thought it was 101 deg.—or even 100.
With the humidity at 26 the atmosphere was like a steam bath. On June 6, when the mercury went away up to 92 deg., the humidity register stood at 19 points. Therefore the heat on that day was not felt half so much as yesterday, though the actual temperature was 6 deg. higher. So the collared wilted and the dinners didn't taste very good.
In Portland the heat is usually greatest about 2 o'clock, but yesterday was an exception. Not until 10 o'clock did the thermometer get above 70 deg. Then from 72 at 10 o'clock it worked away slowly until at noon the mercury stood at 78 deg. This wasn't hot enough to hurt, but every one began to complain of the heat. While every one else was resting at noontime, the sun and Mr. Beale got in their best work, and when unfortunate mankind went to its labors again at 1 o'clock the thermometer registered 83 deg.
Few outside the Weather Bureau had any knowledge of the conditions of the humidity with which to console themselves. They said it was hot, and many added some adjectives to cool themselves by speaking of warm places. The mercury climbed ahead. At 2 o'clock it stood at 85 deg., at 3 it was up to the 88 hole. In the highest mark at 3 o'clock, when 91 deg. was reached. Then for an hour the town sweated big drops. All this time the air was full of moisture, and every tiny drop was steaming before it hit the pavement. Not until after 6 o'clock did the mercury drop below 80 deg. Then the electric fans and whirly-whirly sprinklers on the lawns did the rest for a cool evening.

THOUSANDS OF BANKERS.

Reduced Rate on Railroads Will Draw to San Francisco.

SAN FRANCISCO, July 20.—Passenger Traffic Manager E. O. McCormick, of the Southern Pacific Company, returned last night from Chicago, where he has been for several weeks, attending a meeting of the Transcontinental Passenger Association. The latter made a rate of

TWO LABOR FACTIONS.

American Union Begins Active Campaign in Portland.

The American Labor Union, having induced one Portland union to break away from the fold of the American Federation of Labor, is about to begin an active campaign with the ultimate view of gathering all the malcontents in the local camp. Daniel McDonald, of Butte, Mont., president of the American Labor Union, is in the city looking over the situation and instructing his lieutenants. His arrival has been kept a secret by the members of his order.
Thus far the Painters' Union has been the only organization to join the American Labor Union. Other unions of the Building Trades Council are expected to follow the lead of the painters and withdraw from the Federated Trades Council, the central body of the federation in Portland. T. F. Latimer, the state organizer of the American Labor Union, has been in the city for several months quietly talking in the interests of his order. Though he did not conceal his purpose, the members of the Federation unions welcomed him at meetings and respectfully asked him to address them. As the result of this brotherly love scheme is apparent.
The American Labor Union is especially strong in the Mountain States, where it originated with the Western Federation of Miners. It has rapidly spread over Wyoming, Colorado and Montana, and now has a strong following in Western Washington. It was predicted months ago that an attempt would be made to enter the Portland field, but Mr. Latimer stoutly denied this up to the last. When he was organized by a group in Southern Oregon his friends in Portland declared no effort would be made to work in Portland.
The organization which is headed by McDonald openly announces its intention of entering into politics at every opportunity. Its advocates speak of it as formed of advanced unions instead of the trade unions of the American Federation of Labor. The United Brotherhood of Railway Employees, well represented in this city, is affiliated with it. Now McDonald and Latimer will try to induce other unions to join their ranks.

California is Curious.

Inquiries relative to Oregon, and to Portland in particular, are coming into local railroad offices from California in larger numbers than at any previous time. The inquiries from the East have shown a steady increase, but this is not regarded as unusual. It is the interest taken in Oregon by Californians that has attracted attention.
"This condition is significant," declared Advertising Agent Hall, of the O. R. & N., yesterday. "Californians have not been so deeply interested in Oregon in the past as to give any intimation that there was a general desire to know more of the state. In fact, it is not a long time since we received no inquiries from that state. I believe the great increase in inquiries from California this year is one of the best evidence of Oregon's growth, and the interest the people of the entire country are taking in this state."

Traffic Men in San Francisco.

General Passenger Agent A. L. Craig and General Freight Agent E. E. Miller, of the O. R. & N., accompanied by General Passenger Agent W. E. Coman, of the Southern Pacific, have gone to San Francisco in response to a request for their presence in that city. No intimation has been given here of the object of their visit, but since Mr. Craig handles all traffic matters in Oregon for the Southern Pacific, it is believed a conference of freight and passenger men of the Harriman system on the Coast has been called. There is a feeling among railroad men that the conference has to do with future plans of the traffic departments relative to the operation of both the Southern Pacific and O. R. & N. bureaus. It is likely that the traffic men will be detained several days in San Francisco, and in the meantime local officers insist they know nothing of the meaning of the visit.

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Funeral of Chief Arthur.

CLEVELAND, O., July 20.—The funeral of the late Chief P. M. Arthur, of the Brotherhood of Locomotive Engineers, took place this afternoon. Hundreds of railway men, representing all sections of the lake were present. Interment was at Lakeview cemetery.

Lockjaw Cured by Anti-toxin.

NEW YORK, July 20.—Two more cases of successful treatment of tetanus are reported at the Harlem Hospital. They were carried out by injection of anti-toxin into the spinal column after the patients had developed lockjaw.

Have you friends coming from the East?

If so, send their letters to the Denver & Grand central office, 124 Third street, Portland, Or.

You have tried and were pleased with them. Try them the live Regulate

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\$1000 FOR RIDDLES

Ghirardelli's Great Riddle Contest

Promises to be the greatest contest ever given.

WILL PLEASE, DELIGHT AND INSTRUCT THE OLD FOLKS AND THE YOUNG

Open to Every One No Restrictions

WATCH the Papers

OUR GUARANTEE

Rich in Nutrition, Easy of Digestion, Delightfully Palatable, Absolutely Pure, are the ingredients which go to make up

HAZLEWOOD ICE CREAM

Phone 154

ten of its line from Union avenue and Russell street. All the poles for the trolley wire have been planted along the route to Shaver street and Willamette boulevard. Iron for double tracks has been distributed, and ties are now being delivered. It was rumored in Albina that the line was not to be built, as the company was negotiating to purchase the City & Suburban system, and hence would not require this branch.

BACK FROM COOS BAY.

J. L. Bowman Pays a Visit to a Rich Section of the State.

The Coos Bay country is to be brought into closer connection with Portland before long, and both Portland and that region are to be benefited thereby. So reports J. L. Bowman, of the Brownsville Woolen Mills, who has just returned from a two weeks' trip to the Coos Bay country, where he has been making trips for the past ten years, but has never before found things so prosperous there as on this visit.
"The whole country," he said, "is fast filling up with new people. New buildings of all kinds are being erected in Marshfield and North Bend, and sawmills, shipyards and coal mines are running full blast. The dairy industry of Coos County is very great, and the farmers are not only prosperous, but wealthy."
"Of greatest interest to Portland is the fact that Portland goods have found their way into every store in the Coos Bay

THE OVERWORKED EYE.

The faded eye, the red and inflamed eye, the eye that needs care, relieved by Murine. Murine Eye Remedy Co., Chicago.

Cataracts of the bladder and urethra are cured by Oregon Kidney Tea.

Demand the Cigar with the Band that says

Cremona

The Only Cigar That's the same to-day, to-morrow, forever. 5c. here, there, everywhere.

The Largest Selling Brand of Cigars in the World.

The Band is the Smoker's Protection.

LAST'S BITTERS

KIDNEY & LIVER

A PLEASANT LAXATIVE NOT INTOXICATING

Blood Poison

GALLER—Dear old Jack, I just read in the paper about your being struck, and rushed right over. I'm awfully glad you're as well as you are. You're lucky. Now, old man, I don't want to glad the old "I told you so" gag on you, but the way to prevent sunstroke is to keep the bowels clean and cool, and the blood from being over-heated, by taking a CASCAREAT Candy Cathartic at bed-time. They work while you sleep, and keep you safe and comfortable all day.

IS THE WORST DISEASE ON EARTH, yet the easiest to cure. WHAT YOU KNOW WHAT TO DO. Many have pimples on the skin, swell in the mouth, ulcers, falling hair, bone pains, catarrhs, don't know it? HLOOD POISON. Send to DR. BROWN, 935 Arch St., Philadelphia, Pa., for BROWN'S BLOOD CURATIVE, \$2.00 per bottle, 12 bottles \$20.00. Sold by Frank New, Portland Hotel Pharmacy.