NOT ENOUGH MONEY

Claims of Indian War Veterans Exceed Appropriation.

EXAMINATION ABOUT COMPLETE

Sum of \$190,000 Appropriated by Legislature Will Have to Be Augmented if All Legitimate Accounts Are to Be Settled,

Adjutant-General C. U. Gantenbein has allowed the claims of 783 veterans of the Oregon Indian Wars, the total compen-sation to be given them being \$134,521.01. Sixty claims have been disallowed and three ere still pending, awaiting the re-ceipt of further information from the War

Not all of the cialms have yet been examined. A new claim was presented yes-terday, and three came in the day before. It is believed there may be a few more, but the work is practically completed.

The appropriation of \$100,000 made by the last Legislature will have to be aug-mented in order that all of the surviving mented in order that all of the surviving veterans may be paid. Some discussion of different plans for meeting this situation has been had, and there has been a dis-position to issue certificates of indebted-ness. This is not likely the policy to be adopted, however, and it is probable the andpted, however, and it is probable the findings will merely be filed and the next Legislature asked to pay the veterans who have not received their money. By the provisions of the act, California and Washington Indian fighters who

served in Oregon are not remunerated for their services. A number of this class of claims has been filed, and some of the veterans barred by the statutes have been at a loss to understand the reason. The law, however, clearly defines the duty of the Adjutant-General. Adjutant-General Gantenbein yesterday gave out the following statement:

Nearly 5000 Volunteers.

The aggregate number of troops borne on the is of the volunteer service of Oregon in Rogue River and Yakima Indian Wars of 5 to 1856 is 4526, the approximate number 1855 to 1856 is 4526, the approximate number in service at any one period being 2500. These steers were enlisted in the Ninth Regimen of Militia, in the First and Second Regi-ments of Oregon Mounted Volunteers and in various recruiting battalions and independent

companies.

The Territory of Oregon promised to pay each volunteer \$2 per day for his personal service and an additional \$2 per day for the use of his horse. This promise, however, the territory failed to redeem. When Oregon was admixed into the Union as a state, the Government assumed the territory's indebtedness to its volunteers, but only paid the officers and the companies of the service as officers and orbitals. at the same rate as officers and enlisted es of the same grade in the regular Army, the case of the enlisted men about one-fourth what the territory had promised to pay

to secure legislation from the State of Ore-gon for the payment of what had been promgon for the payment of what had been promised them by the territory, but these efforts did not succeed until the early part of this year. A bill was then introduced in the Legislative Assembly appropriating \$300,600 to pay the survivers for their personal service and for the use of their horses. The bill was finally passed, the provision for pay for horses being stricken out and the appropriation being reduced to \$100,000. It was made the duty of the Adjupant-General of the pints, without additional cost to the state, to examine and passupen the claims as presented, and to prepare, certify and file with the Secretary of Statewoodhers showing the amount payable to the vouchers showing the amount payable to the claiments under the provisions of the act. Thereupon the Secretary of State was required by the act to issue his warrant for the amount

Act Carelessly Drawn,

As the act was carelessly drawn, it wa necessary to secure the opinion of the Attorney General on a number of questions. He tooks such active part in the one who held that the act went into effect from the date it was filed in the office of the Secretary of State, February 24, 1808; that only surviving volunteers are entitled to the compensation provided for in the act; that the setate of a volunteer who died since February 25, 1808. volunteer who died since February 24, 1903, was entitled to the pay of the deceased volunteer; that veterans who served within the Territory of Oregon, but in Washington or California organizations, were not entitled to

California organizations, were not entitled to the benefits of the act.

The necessary blanks and instructions were immediately prepared and forwarded to applicants and certified copies of pay rolls were ordered from the War Department. The claims were cheaked up with these rolls, and owing to the length of time since the service was rendered, none of these colaims were found to be correct in all particulars. Corrected claims were prepared by the Adjutant-General and returned to claimants for execution and verification. Upon the return of the corrected claims, the youthers awarding the amount due months. claims, the youthers awarding the amount due each claimant were forwarded to him to be executed, verified and mailed to the Secretary of State, upon receipt of which a warrant was of State, upon receipt of which a warrant was issued to the claimant, until the amount appropriated was exhausted, several days agu. Every effort was made to expedite the examination, allowance and payment of the claima, as the claimants were old men, and most of them were in need of the money. Sixteen have died since the act went into effect. Of the \$625 volunteers there appear to be about

Summary of the Claims,

The following is a summary of the claims led and of the action taken by the Adjutant-General:

allowed, as the act provides that "all commis-sioned officers shall receive such sum as was paid to officers of the same rank of the Army of the United States at said time, provided that any amount paid by the United States on account thereof shall be deducted therarom." The pay rolls show that the officers were paid in full by the United States, and are, there-fore, not entitled to any part of the \$100,000 accountabled by the state.

Ore, not entered by the state.

The act provides compensation for those who served under and by virtue of the di-

"who served under and by virtue of the directions of the officers of Oregon Territory."
hence the claims of Weshington and Culifornia
volunteers were rejected, although they may
have served for a short time in Oregon.

The act provides that enlisted men shall
be paid \$2 per day for their personal service,
less "any amount paid on account thereof by
the United States." This was construed to
mean less any amount paid for the personal
service of the volunteer (but not for the use
of his horse) in money, in clothing or other
public property. Hence the amount deflucted
is not always the same as the amount of

lowance is greater than the amount received in money from the Government, as the latter is the difference between the amount allowed him by the Government for his personal services and the value of clothing and other public property issued to him.

In some cases veterans thought that too much had been deducted for the public property drawn by them. The amounts given in the pay rolls certified to be correct by the Auditor for the War Department were considered consistive and are, of course, binding on the Adjutant-General. They are based on the report of the commission appointed by the Secretary of War in the Fall of 1856, and composed of Captains A. J. Smith and Refus ingalls, of the United States Army, and of Governor Lof Fayette Grover.

As many volunteers served in two and even three different companies, the examination and allowance of these claims has been very la-

allowance of these claims has been very la-

SOME RAILROAD HISTORY S. A. Cinrke Tells of the Incorporation of the Oregon & California,

WASHINGTON, D. C., July 15.—(To the Editor.)—Mr. Lyman's History of Ore-gon fails to give the correct story of the organization of the Oregon & California Railroad Co., at Salem, an organization that resulted in the construction of the

railway now operated.

In the fall of 1886, returning from the East via Panams, I met with S. G. Elliot, who had been in Washington, working for the land grants that findly aided the construction of the line from Sacramento to Portland. As we became acquainted he explained the project to me, and desired that I should organize an Oregon company to work in harmony with that with which he was connected.

At his persuasion I remained a few days in San Francisco to meet the men he rep-resented, chief of whom was Ralston, a famous financier at that time. Their atramous mancier at that time. Their at-torney drew up a document that was signed by a number of the prominent men of San Francisco, proposing to work in harmony with the Oregon company and aid the mancing of the enterprise. Arriving at Salem, I introduced the mat-

Arriving at Salem, I introduced the mutter to my friends, E. N. Cooke, the McCully Brothers, Governor Woods and J.
H. and I. R. Moores, who all favored it.
They suggested that as Joseph Gaston
had been trying to work up some raliroad
scheme, they would like to include him in
the organization. He could do them neither good nor harm, but they wished to
help him to business. Acting on their
desire I introduced the matter to Gaston desire I introduced the matter to Gaston and told him of their kind wishes. Not long after this, when I proposed to draw up incorporation papers and organize the company, my friends told me that Gaston had already obtained the signatures of the gentlemen I named to him as incor-porators. They signed supposing that he was working with me. Gaston repaid porators. They signed supposing that he was working with me. Gaston repaid my kindness to him by stealing the business away from me and leaving me out. Then he took the incorporation papers his friends had signed to Portland, where—as I was reliably informed—capitalists gave him \$6000 to let them own the company. That corporation was known as the "Oregon Central."

I immediately drew up other incorpora-

I immediately drew up other incorpora tion papers, that were signed by the same gentlemen, in the name of the Oregon & California Railroad Company. These were placed on file with the Secretary of State before the first articles were, and so had precedence, the Oregon & Call-fornia being finally designated by the Oregon Legislature as entitled to the land grant, and under it the road was finally built. Mr. Gaston's part in the enterprise was the betrayal of the Salem friends who had been so anxious to assist him.

The company was organized with I. R. Moores as president, and S. A. Clarke as secretary, and so remained for three years, when it was turned over to Ben Holladay. S. G. Elliot took the first contract to build the road, and had made some progress when Holladay bought him

When Holladay came into possession I handed in my resignation having bought the Statesman newspaper I had business enough of my own. My faithful labors for that enterprise had no reward, as Holladay never paid even the salary that the board of directors had agreed on for the last two years. All the satisfaction I had was the kindly good will of the original incorporators whose confidence

NO CANDIDATE IN SIGHT.

Federated Trades Council Will Elect President This Evening.

At the last election Gram was elected without much opposition. There are a number of factions in the Council, however, and it is the aim of each to keep its high cards up its sleeve until the time for the showdown. This will be tomorrow evening, and a lively time is

promised.

The new secretary will also be balloted for. Grant McDonald, the present holder of the office, will probably be re-elected, if the statements of prominent members can be taken as proof. He filled out the unexpired term of A. R. Lawton, who resigned soon after the last election. The office of president is entirely one of hon-or, there being no salary attached. The secretary, however, draws a small sal-ary for a considerable quantity of routine

by the Federated Trades Council. It is thought that the National Ball Park, on the East Side, will be secured for the celebration.

Latimer Resigns Position,

Latimer Resigns Position,
After several months' work for the
American Labor Union, T. F. Latimer
has resigned the position of state organizer. He will be succeeded by C. D.
Smith, of San Francisco. Latimer's Socialist organ, the Liberator, has also
faded away to a better world. Daniel McDonald, the president of the American
Labor Union, will leave Portland today
for Hope, Idaho. He has been challenged
to a debate by Patrick H. Scullin, the
Seattle carpenter, who is in the city advo-Seattle carpenter, who is in the city advo-cating an arbitration scheme. It is not probable that the debate will come off.

New Kind of Cherry.

New Kind of Cherry.

New Kind of Cherry.

A sample of very fine seedling cherries is not always the same as the amount of money actually received by the veteran from the Government, as the latter includes the amount allowed the volunteer for the use or his horse, but does not include the amount allowed the volunteer for the use or his horse, but does not include the amount of stoppage against him for clothing. The following case will illustrate the method of allowance.

Solomon W. Crabires served in Captain Davis Layton's Company H. First Oregon Mounted Volunteers, from October 17, 1836, to March 7. 1856-185 days. The Government allowed him for his personal service \$76.86, for his horse \$54.80, a total of \$131.14. Clothing and other public property charged at \$17.80 was issued to him, and he was actually paid by the Government \$163.84. being the difference between \$151.14 allowed for himself and horse and his stoppage of \$27.80.

The Oregon set provides that he is to receive for his service \$2 per day, less any amount paid on account of such personal service by the United States, or in this case, \$2 per day for his service \$2 per day, less any amount paid on account of such personal service by the United States, or in this case, \$2 per day for his service \$2 per day, less any amount paid on account of such personal service by the United States, or in this case, \$2 per day for his service \$2 per day, less any amount paid on account of such personal service by the United States, or in this case, \$2 per day for his service \$2 per day, less any amount paid on account of such personal service \$2 per day, less any amount paid on account of such personal service \$2 per day, less any amount paid on account of such personal service \$2 per day, less any amount paid on account of such personal service \$2 per day, less any amount paid on account of such personal service \$2 per day in the first personal



JOHN SPAIN, BETTER KNOWN AS "SUGARFOOT," SITTING ON BUCKING BRONCHO.

had cherries measuring 34 inches in circumference was notified by return mail BREAKING BRONCHOS feated and disgusted, he took a bit of a had cherries measuring 31/2 inches in cirthat he was taken for a prevaricator, but he sent samples East which at once caused an apology to be sent, for they measured 3% inches without trouble. Mr. Boody will do well to cultivate his new variety, and spend a few years in endeavoring to develop it, as seedlings of the first or second crop seldom attain their

Plan Pleasant Drives.

The street committee of the Executive Board is considering the matter of planning pleasant drives from some central point in the city to all the nice residence districts in the city and to the boulevards leading into the country. There are sev-eral handsome suburbs on the East Side where there are well-kept thoroughfares affording pleasant drives, but to reach them people of the West Side have to run the gauntlet of drawbridges and rallroad tracks, and pass through the least attractive parts of East Portland. The White House road is a fine drive, but the approach to it is through an unattractive part of the city, and over streets some of which are not well kept. The committee will seek out the most destrable approaches to the attractive sec tions and driveways mentioned and out-line them by finger boards. They will also select and mark a route to the Linnton boulevard, through one of the best residence portions of the city. It will require but little work to make this he board of directors had agreed on for the lest two years. All the satisfaction had was the kindly good will of the Expetition grounds, it is certain to be come one of the most attractive, as people will drive out that way to watch the progress of the Fair buildings.

Edison's Ancestry.

PORTLAND, July 18.—(To the Editor.)

-Kindly inform me through the columns of your valuable paper when Edison, the inventor of electricity, was born; the birthplace of his parents, and oblige G. A. B.

Thomas Alva Edison was born at Milan, O., February 11, 1867. His father's family emigrated from Holland in 1730. His mother, Mary Elliott, was born in New England of Scottish parents.

FINE EXHIBITION OF HORSEMAN-SHIP AT HAWTHORNE PARK.

Oregon Cowboys Subdue Outlaw Rorses Who Fight Victoraly Against Saddle and Spur.

We have been taught that the devil was long ago cast into the swine for his many misdeeds and the hog has suffered, socially, by the decree. There seems to be some question as to the truth of the assumption, for it would appear rather that the "broncho" of the plains was more exclusively the devil-haunted beast of the field. From his outward seeming, this What was probably the best and rough-

est exhibition of rough riding ever seen in Portland occurred yesterday afternoon at the Hawthorne Avenue ball park. Five young buckaroos and fifteen wild-eyed and tangled-maned range horses furnished the sport and the spectators were

kept on the qui vive for two hours while the feats were being performed. Case Prescott, Fred Spain, John Spain, Walt Ware and Hank McGrath, all expert bronche busters from the Union County range, came to Portland Monday with a herd of untrained borses and advertised a "Cowboys" Tournament." The men are not show cowboys but have the unmistakable characteristics of the genuine article. The horses were not merely trained to cut

up didos for the benefit of the auckence but were strangers to saddle and spur.

The riders belong to the celebrated "N" outfit and are regularly employed to break horses for sale to the Army. They are hardy, strapping fellows of long experi-ence and many hard knocks. In their pic-

turesque "chaps" they might have just stepped out of a Remington picture. The first horse up was a mouse-colored animal of doubtful mein which did not, however, come up to expectations when Hank McGrath started him for the center of the field. There was a wild attempt or two to unseat the rider and escape from the hateful saddle, and then, de-

ly enough. There were others, however, who fought

it out with a courage which was admirable. Some displayed victous tempers and attempted to bite the legs of their riders, and others seemed lost to all instincts save to run wildly from the unknown terror of the strange burden. The "buster" is the ideal "rough rider" of the world the successful emulator of the conworld, the successful emulator of the cen-taurs of old. He sits his saddle with a careless abandon which is the perfection of graceful horsemanship. The spurs are his chief reliance and he holds the reins loosely, belaboring his unwilling mount with a quirt as nonchalantly as if it were all the verjest child's play. Bridies are not used in the first stages of breaking, the "hackumore," a compromise between bri-dle and halter, being better fitted to the work. Once in the saddle the cowbay work. Once in the saddle the cowley permits his body to move pliantly in unison with the horse. If his girths hold, and the Lord have mercy on him if they do not, he usually stays in his seat until the bruised and beaten horse is glad to settle down to a decrous run.

There is an element of chance in it.

There is an element of chance in it, however, and the best of riders are some-times thrown as one was thrown yester-

The only unfortunate included of the afternoon was an injury received by John Spain, known as "Sugarfoot." After a number of horses had been ridden successfully, an ugly long-legged sorrel was roped and brought up for his turn. He fought desperately against the saddle and the crowd realized quickly that he was the most formidable preposition yet atmost formidable proposition yet at-tempted. It was announced that "Sugar-foot" would ride him, and after a tussie he succeeded in getting into the saddle. The ugly sorrel got into immediate action like a steel spring. He jumped stiff-legged with all four feet at times off the ground. With bowed back and head be-tween his front feet, he bounded and pitched like a thing possessed. In mount-ing, "Sugarfoot" did not become firmly seated, one foot being out of the stirrup. At one of the especially victous plunges the rider shot over his horse's head and fell heavily to the ground. He got to his feet almost instantly and after a few mo-

He was finally mastered, and amid the cheers of the crowd the brave rider dismounted. Then he discovered that he had received a very painful injury in the right side. Dr. E. L. Irvine was summened and after an examination ordered the man taken to his room on Third street. It was feared there was a rupture but Dr. Irvine appearant het in his conbut Dr. Irvine announced that in his opin-ion it is merely a severe wrench from which he expects his patient to rapidly

The men ride so well that it would be on the men ride so well that it would be unfair to single out any particular ones. No men in Oregon or in the vast Northwest cattle-land can do better, and they are far and away better than those usually seen in the "wild west" shows. They are considering an offer to ride at the Pestival of Mountain and Plain, at Denver in September, and have almost concluded arrangements for an Eastern tour in the Fall. The performance at Hawthorne Park will be repeated every afternoon during the week, and on Sun-

EAST SIDE NEWS NOTES.

Sunnyside Mail District.

Station Master E. C. Minor, of Sunny side, says that under the new arrange-ments for mail his carriers are handling their districts easily and effectively. The three carriers there cover the territory embraced between Holgate street and Sullivan's guich and from East Twentieth street to the city limits. At first there was some delay owing to new territory being taken

in, but the carriers have become familiar with the people on their routes and deliver the mail promptly. The people in the vicinity of the Doernbecher factory are highly pleased with the new service they are now getting. Residents of Tabasco Addition are anxious for free delivery. This is a well-settled district southeast of Sunnyside on

Injured by a Fall.

hope for free delivery.

livery routes, but the people have to go to the postoffice for their mail. However, until more carriers are given they cannot

Edward S. Lamb, who lives at 534 East Fourteenth street, south, is in a very critical condition as the result of inju-dies sustained by a fall from a tree in Stephens' Addition Monday. He fell about 25 feet and struck on his back. Dr. Ir-vine was called to attend him. His spine seems to have been injured and his lower are paralyzed. The full extent of his injuries cannot yet be determined. is 62 years old and a veteran of the Civil War.

East Side Notes. Mrs. H. H. Newhall and children are

spending the Summer at Ashoff's, on the Mount Hood road. E. L. Posson and children, with quite a party, have gone to Bull Run, where they will camp out for about two weeks, The funeral of Mrs. Clara M. Fitch, wife of George A. Fitch, will be held this afternoon from Dunning's undertaking parlors at 2:30 o'clock.

Mrs. Della Buell Lamberson, who died at The Brown, on Grand and Hawthorne avenues, will be buried from that place this afternoon at 3:30 o'clock. Interment be in Riverview cemetery. She was 81 years old,

The funeral of Miss Lena Kryger, aged 22, was held yesterday from the Third Presbyterian Church, East Pine and East Thirteenth streets, Rev. A. J. Montgomery officiating. Interment was made in Lone Fir cemetery.

Mrs. E. C. Minor, who has been crit-Ically sick at her home in Sunnyside, is much improved. She is able to sit up, but is still under the care of her physician. Her sister, Mrs. E. C. Campbell, clan, Her sister, Mrs. E. C. Campoen, who came from the East to visit her, is also quite sick.

Charles Nelson, a skilled shipcarpenter, charies Neison, a skilled shipedarpenter, while at work yesterday in Supple's boat-yard at the foot of Belmont street, accidentally cut a deep gash in his left foot with an adze. The cut was between the great toe and the instep, and the foot was saved from being severed by the heavy nails in his shoe. A physician was called, who dressed the wound and sent day, at 7 A. M. Nelson to his home in Albina, where he will be confined for some time.

PERSONAL MENTION.

G. J. Perkins, of San Francisco, is reglatered at the Imperial. J. R. Moses, a merchant of Philomath, is registered at the St. Charles. Mr. and Mrs. Charles L. Tutt, of Colorado Springs, are at the Portland.

J. M. McPhee, a well-known mining man of Sumpter, is stopping at the Im-

perial. Goyernor Chamberlain returned to Salem yesterday, after spending two days in

W. S. Myers, one of the leading mer-chants of The Dalles, is in the city on a business trip.

B. Y. Johnson, who recently resigned his position as weather observer at Astoria, came to Portland yesterday. J. C. Henry, a well-known citizen of La Grande, is an Imperial guest. Mr. Henry is a delegate to the grand lodge, A. O. U. W.

H. L. Wilson, of The Dalles, was at the Imperial yesterday. "The salmon run is light as yet," he said, "but cannerymen expect a good season now that the river is getting back to normal. There are no such catches as in the old days, however, and we must admit that the fish are becoming less plentiful each year."

Mr. and Mrs. Tyler Woodward have returned from a seven weeks' trip to New England and Canada. They first went to Wellesley Seminary, where Mrs. Wood-ward was educated, to attend the grad-uating exercises and see their daughter receive her diploma. Mr. and Mrs. Woodward then proceeded to visit his native state. Vermont, and Boston, where he had business to attend to, and afterward continued their trip through New England "down" to Portland, Me. They then went across the border, visited the prin-cipal cities of Canada, and spent some time among the "Thousand Islands."

Robert Wakefield, president of the Portland Bridge & Building Company, has re-turned from San Francisco, where he has been for the past six weeks looking after the progress of several important con-tracts. One of these is the foundation for the Merchants' Exchange building. and another is the foundation for a wine storage building for the Swiss and Italian colony there, in which wine is to be stored in immense tanks to get age before being bettled or barreled. Mr. Wakefield says Wakefield & Jacobson have two of the pantoons for the floating dock for the Port of Portland ready to turn over, and two of the others well along. He does not know what to do with them, as he cannot be the street the other of the other ways and the others well along. not obstruct the river at Vancouver with the fleet of pontoons, and the Port of Portland does not appear to have done anything toward preparing the site for them in the river here, but he hopes to get the completed portions off his hands

NEW YORK, July 21 .- (Special.)-Northwestern people registered at New York hotels today as follows: From Portland-A. B. Steinbach, at the

From Seattle-J. Shafer, at the Broadway Central. From Tacoma-R. M. Thompson, at the Astor.
From Spokane-G. D. Linn, at the Astor;

Hoffman.

B. A. Merrick, at the Ashland; Miss L. Mosre, M. Dobbins, at the Broadway Cen-tral; Mrs. F. E. Goodall, J. W. Matchett, at the Navarre.

Ten and Coffee Drinkers. Use Horaford's Acid Phosphate. It allays the nervousness and disordered digestion caused by excessive use of Tea. Coffee or Alcoholic drinks. Puts the stomach in an active and healthy condition.

TAPS MORE WHEAT LAND

COULER CITY-ADRIAN RAILROAD WILL BE OPEN AUGUST 15.

Completion of New Branch of Northern Pacific Will Gladden Farmers

of Eastern Washington.

The Coulee City-Adrian branch of the Northern Pacific will be completed and ready for reception by the operating department by August 15. This is the eranch line promised Eastern Washington armers by President C. S. Mellen at the time the rallroad presidents and farmers met in conference a year ago. It con-nects the Washington Central, a Northern Pacific line, with the Great Northern and does away with the necessity for a back haul on a large amount of Big Bend wheat.

wheat.
"That portion of the wheat crop that comes to the Coast will be brought out over the new branch this year." said J. M. Hannaford, second vice-president and traffic manager of the Northern Pacific. Mr. Hannaford came to Portland yesterday from St. Dand or an inscention trip. day from St. Paul on an inspection trip and left last night for Butte, Mont.

"The completion of the Adrian branch will not make any change in the distribu-tion of wheat. That road taps what is naturally a Puget Sound territory and the completion of the branch line will give the farmers better freight and passenger facilities. In addition a great assistance will be given to the territory through which the branch line runs.
"This is the only new line of the North-

ern Pacific in the Pacific that has been turned over to the operating department recently or is likely to be ready in the immediate future. I understand the new Gray's Harbor branch'is still in the hands of the construction department. Work is being pushed rapidly there and we will probably soon begin handling business over that line.

"Business conditions are very satisfactory. Passenger travel is very good, both east- and westbound. The low excursion rates have naturally affected the traffic somewhat, but there is apparent a better feeling and a more general inclination to travel. The homeseeker traffic is good and likely to continue so. We are not having any trouble at pres-

ent owing to a lack of equipment to han-die the freight business, nor do I anticipate that there will be any difficulty when the wheat begins to move freely this Fall. I believe we are able to take care of the business.

"Since the first of the year the Northern Pacific has added 2000 new box and flat cars to its equipment. Between 25 and 50 new locomotives have given us better facilities for handling trains and we are

in good condition at present.

"The lumber traffic from the Coast has been very good all Summer. They say that the lumber shipping season ends about October 1, but I have noticed that we are generally hauling lumber all Winter. But over if there should be a weather. But even if there should be a rush this Fall to get the lumber from Coast mills into Eastern markets, I believe wo will be able to handle the busin

State Bankers Meet at Whatcom WHATCOM, Wash., July 21.-The Washagton State Bankers' Association will

ld its eighth annual convention here on Phorsday, Friday and Saturday of this week. Thursday will be devoted to bust-ness and a ball in the evening, given by Fairhayen. Friday the visitors will go on an excursion to Semiahmoo to see the solmon fisheries, and Samuahmoo. a trip into the mountains over the Belling-nem Bay & British Columbia Railway. The entertainment programme ends with a smoker Saturday evening at the Fair-haven Commercial Club rooms.

STEAMER LURLINE.

This favorite steamer, thoroughly repaired and renovated throughout, is reg-ularly on the Portland-Astoria route, leav-

Oregon Kidney Tox is prepared without alcohol, which is injurious in kidney and blad-der diseases.

soap brings health and the color of health to many a sallow skin:

The Health Beverage, Especially in Hot Weather

ROSE'S Lime Juice.

The product of choicest West India Lime Fruit, it is delicious, wholesome and refreshing

Sold by all Grocers and Chemists.

HAND SAPOLIO

Is especially valuable during the Summer season, when outdoor occupations and sports are most ih

GRASS STAINS, MUD STAINS and CALLOUS SPOTS yield to it, and it is particularly agreeable when used in the bath after violent exercise. ALL GROCERS AND DRUGGISTS

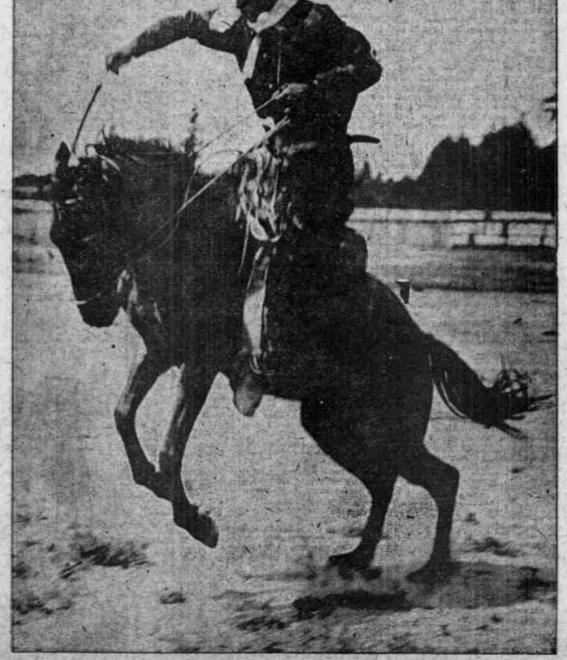
Cleans as well as polishes

GORHAM -SILVER POLISH The most economical in use.

Contains no injurious substance.

All responsible 25 cents a package

CURES CATARRH



HANK M'GRATH SITS EASILY ON OUTLAW HORSE.